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A matter of life and death...



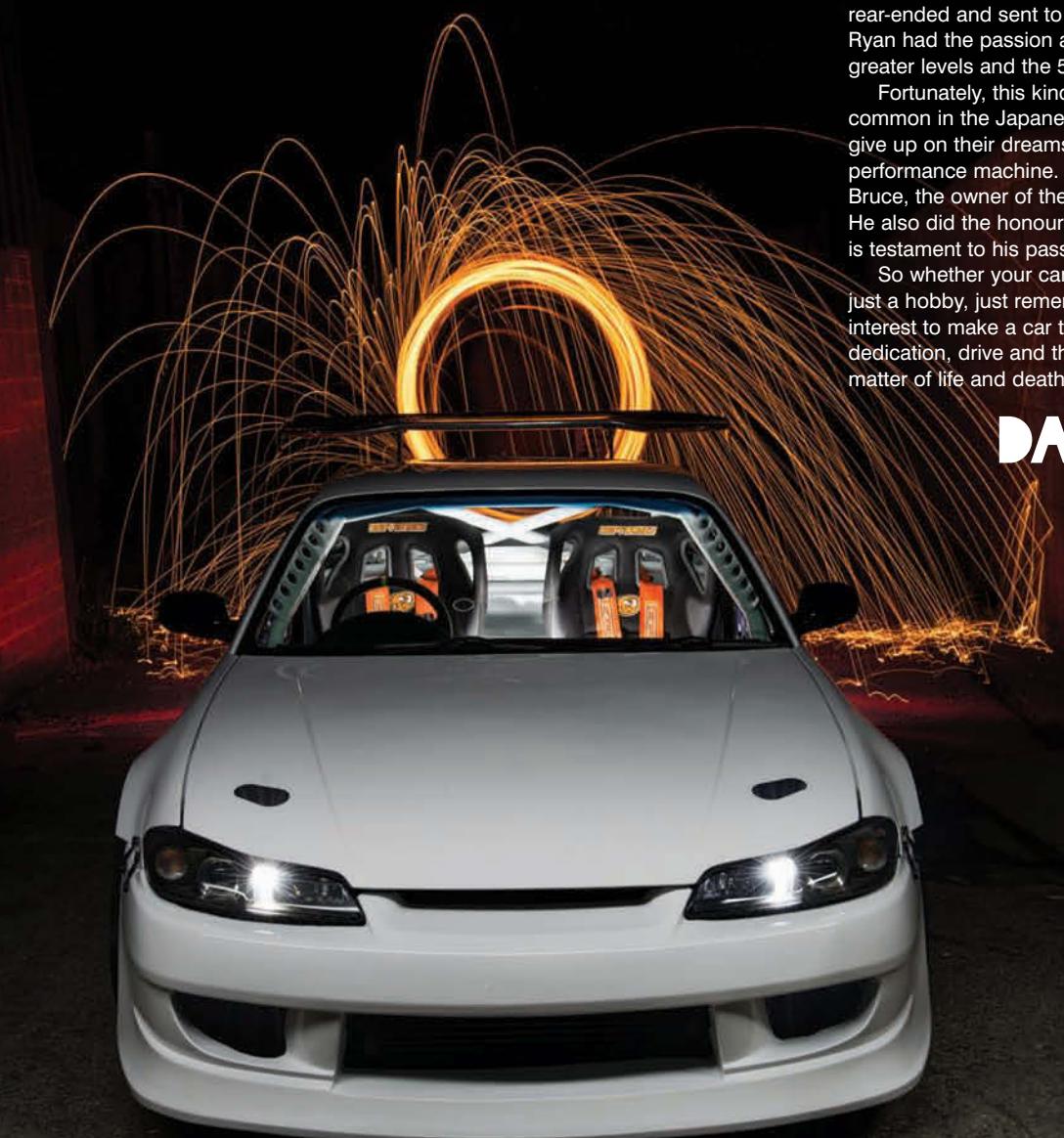
For some people, tuning is merely a hobby. An interest to while away the hours of boredom that lie between work and sleep. But for others the desire to improve, upgrade and generally make faster and prettier is an all consuming passion. In some extreme cases it can be part of a person's reason to live. So when American tuning fan Giovanny Ayala was diagnosed with cancer at a young age, it was his desire to build and drive his dream car that helped him through the tough times and beat the disease that was out to kill him. The result for his health was obvious, but the resulting 500bhp wide arched Mitsubishi Evo X now parked on his driveway and used as a daily driver and occasional track toy is the icing on the cake!

But just as people are born and leave this mortal coil, some in nicer ways than others, so it is with cars, too. While some get cared for and enter old age with dignity and grace to be revered as the classics that they have become, others get neglected and end up on the scrapheap, a rusted shadow of their former selves. But possibly the worst cases of car-based fatalities is when they get tragically written off in their prime in an accident, which is exactly what happened to Ryan Springle and his freshly featured Nissan S15. The gleaming white car on these pages is actually the re-shelled rebirth of his formerly-featured project, which got rear-ended and sent to the scrapheap in the sky. Luckily Ryan had the passion and the will to rebuild his S15 to even greater levels and the 530bhp S15 on page 18 is the result.

Fortunately, this kind of tale of death and re-birth is common in the Japanese scene, with few people able to give up on their dreams of owning a truly unique performance machine. In fact, a similar event befell Chris Bruce, the owner of the stunning EP82 Starlet on page 52. He also did the honourable thing and his tiny 275bhp Toyota is testament to his passion for performance, too.

So whether your car is your life, your passion or simply just a hobby, just remember, it takes more than a mild interest to make a car that really breaks barriers, it takes dedication, drive and the kind of devotion where tuning is a matter of life and death...

DAN SHERWOOD





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Accord Type-R CH1 1998-2003, Full System without Downpipe	£ 643.25	Lancer Evo 4/5/6	£ 514.59	Full System with Cat Replacement	
Accord Type-R CH1 1998-2003, Full System without Downpipe	£ 643.25	Lancer Evo 4/5/6 Cat Back	£ 454.05	Lancer Evo X Cat Back	£ 699.10
Accord Type-R CH1 1998-2003, Cat back	£ 552.44	Lancer Evo 7/8/9	£ 643.25	NISSAN	
Civic Sport EP2 2001-2005, Cat Back	£ 446.49	Lancer Evo 7/8/9	£ 590.27	300ZX (Does not fit SWB cars), Cat Back	£ 718.92
		Lancer Evo 7/8/9	£ 484.32	350Z, Cat Back and Cat Replacements	£1,051.90
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How cutting your car's weight can have a major impact on its performance

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REGULARS

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JGM Memorial shootout, Andy Forrest smashes Knockhill lap record, CP Racing RX-7 gets V8 power, Garage Whifbitz R35 GT-R makes bolt on 1000bhp, Stephen 'Baggsy' Biagioli's Japanese D1 drifting adventure, Rally success for ITG, 5mins with... Ben Hartley, Japshow and Tunerfest previews

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Tamiya radio controlled Honda, Cobra Sport exhaust for 370Z, Litchfield intercooler for R35 GT-R, SuperPro mount kit for GT86, Turbosmart wastegate actuator, Kenotek wheel cleaner, Samco hoses for 200SX, V-Maxx springs for Civic Type R, Summit steering wheel controls, Pipercross Evo panel filter



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88 THE GARAGE

With the new engine waiting to go in, Project Rotary's transmission gets bulletproofed with a Stage 2 Competition Clutch upgrade, Project White Stuff Subaru STI gets a new look after the wrap comes off... eventually, Project WRX puts in an appearance at Jap Performance Parts' open day in Crawley

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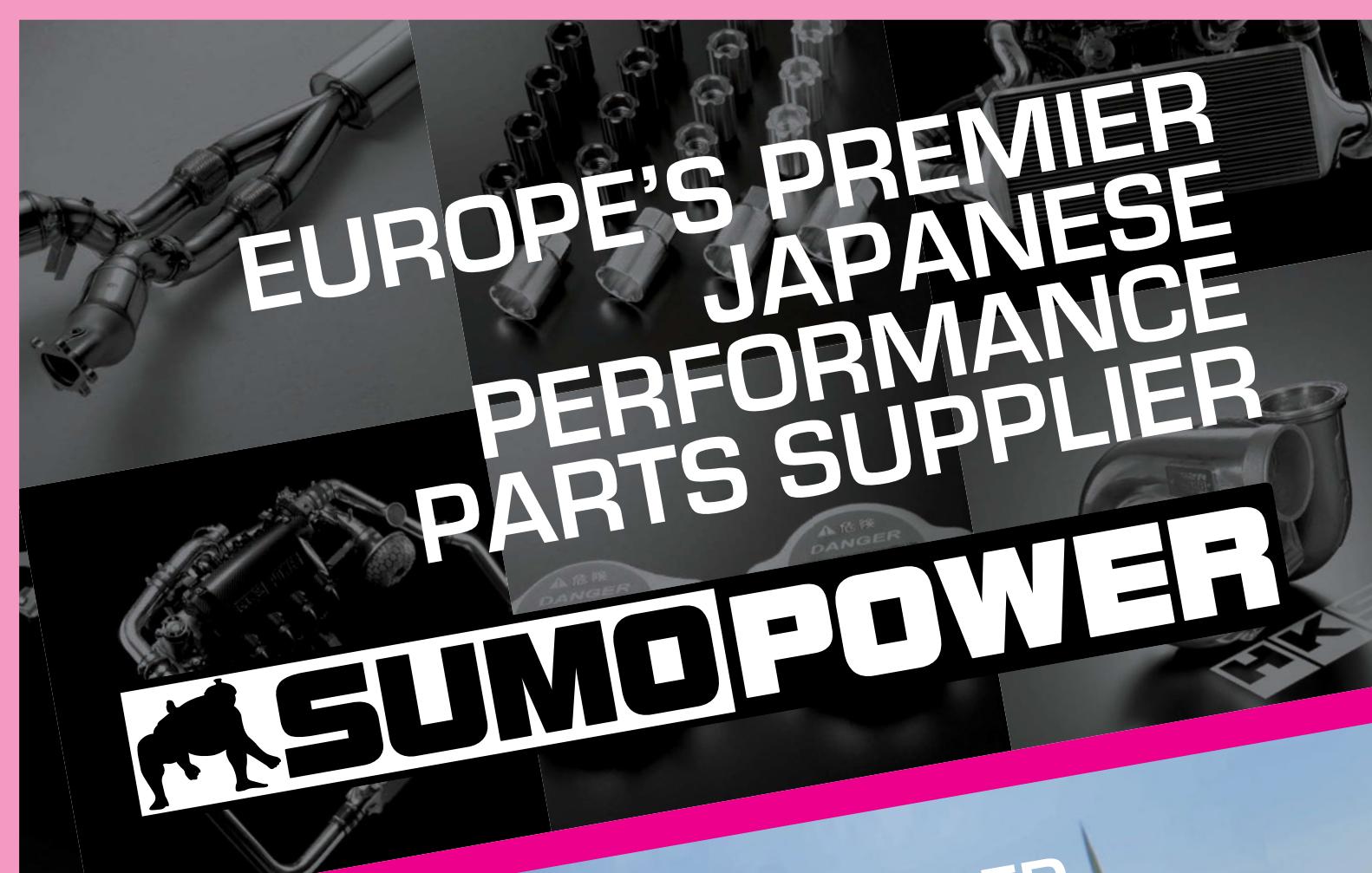
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CELEBRATING A TUNING GREAT

PHOTOS KINDLY SUPPLIED BY STEVE JACKMAN AT EAT MY PIXELS



ELVINGTON HOSTS A DAY OF TEARS AND LAUGHTER AS THE TUNING COMMUNITY REMEMBERS SIMON ROE AT THE JOLLY GREEN MONSTER MEMORIAL SHOOTOUT

Over 60 highly-tuned cars from all over the UK descended on Elvington's runway to tear it up in a celebration of the life of one of the Japanese tuning scene's greats. Simon Roe, the mapper and tuner, also known as the Jolly Green Monster, lost his battle against Melanoma skin cancer at the end of last year. He was a well-loved man who didn't crave the spotlight. What drove him was the need to push boundaries, to help people and to make cars faster.

To celebrate his life and work, customers and friends of Simon's, Rob Wakelin and Clive Fulcher, organised the Jolly Green Monster memorial shootout. Simon wouldn't want a sombre memorial, but a chance for some of the fastest Subarus in the country (and other marques too) to let loose and compete against the clock, all while raising some serious cash for charity was something he'd definitely approve of!

Each driver donated £70 for the chance to compete on the standing quarter and handling circuits, which, when combined with the spectator donations of £10 on the gate for adults, plus other monies, totalled over £6200 raised for the Melanoma UK charity.

Although it was a day of remembrance and fun, the drivers were really going for it on track with Mikee Singh putting in a 9.2 second standing quarter mile in his Scoobyclinic-supported Impreza to win the drag event and Justin Andrews setting the fastest time on the

handling circuit.

There was even a World record set at the event when Michael White from Northern Ireland made the trip over and beat his own record of the fastest quarter mile for a Subaru Legacy with a scorching 9.54 second run!

Trophies were awarded for the top three drivers in each discipline, along with prizes of discount vouchers generously donated by JT Innovations.

One of the highlights of the day came when Simon's eldest son Robert strapped himself into the passenger seat of the JGM Impreza for a thrash up the strip, with Steven Darley of SD Motorsport behind the wheel. Another was the moment Grant Hendry presented Simon's family with a special painting he had made of Simon in the JGM car launching off the line.

JP feature car owner and Time Attack driver Damien Bradley, who was a close friend of Simon's, commented: 'A lot of work went on behind the scenes to make sure the Impreza, and also the Peugeot 205 that Simon built and drove in Time Attack, were there on the day. Not just to park up, but to compete. Huge thanks go out to their new owners for making the cars available and everyone involved in the event from all the organisers, stand-in marshalls and helpers, Straightliners and Elvington airfield for making it possible.'





IF YOU WOULD LIKE TO SUPPORT THE FIGHT AGAINST MELANOMA, YOU CAN CONTRIBUTE TO THE JUSTGIVING PAGE SET UP IN SIMON'S MEMORY. POINT YOUR SMART DEVICE AT THE QR CODE HERE TO TAKE YOU STRAIGHT TO THE PAGE. OR TYPE THE FOLLOWING INTO YOUR INTERNET BROWSER:

WWW.JUSTGIVING.COM/REMEMBER/158118/SIMON-ROE

DRAG STRIP TOP 10

MIKE SINGH	SUBARU IMPREZA	9.20S @ 152MPH
MICHAEL WHITE	SUBARU LEGACY	9.53S @ 147MPH
MARK WARD	SUBARU IMPREZA SPEC-C	10.08S @ 133MPH
ANDY HUGHES	SUBARU IMPREZA	10.16S @ 132MPH
STEVEN DARLEY	SUBARU 2.35LTR	10.24S @ 130MPH
JOHN STEVENSON	SUBARU IMPREZA	10.28S @ 127MPH
DONALD CAMPBELL	SUBARU IMPREZA	10.43S @ 131MPH
DAMIEN BRADLEY	SUBARU LEGACY	10.88S @ 127MPH
CLIVE FULCHER	SUBARU IMPREZA	10.89S @ 122MPH
MICHAEL JEPSON	SUBARU IMPREZA	10.98S @ 124MPH

HANDLING CIRCUIT TOP 10

JUSTIN ANDREWS	SUBARU IMPREZA 2.1LTR	24.32
ROB CHALMERS	CATERHAM R400	24.46
ANDY HUGHES	SUBARU IMPREZA 2.1LTR	24.95
MIKE SOLAN	PORSCHE 991 GT3 3.8LTR	25.02
TIM BEDFORD	FORMULA 27 CATERHAM	25.07
MARK WARD	SUBARU IMPREZA SPEC-C	25.10
ANDY HILL	SUBARU IMPREZA 2.45LTR	25.43
DAVID WONG	SUBARU IMPREZA 2.5LTR	25.55
MICHAEL JEPSON	SUBARU IMPREZA 2.33LTR	25.69
GARRY FAULKNER	SUBARU IMPREZA SPEC-C	25.74



NO LUCK FOR BAGGSY AT ROUND 2 OF D1 GP

Monster Energy athlete Stephen 'Baggsy' Biagioli has been back to Japan for another round of the D1GP series. The only native English-speaking driver in D1, Steve returned for Round 2 at the famous F1 circuit, Suzuka. During a wet practice session Baggsy was learning the track that he'd never driven on before and doing well. Sadly, issues with the car's wiring loom saw him miss out on the dry practice session later that day, and although his team eventually got the problem fixed, qualifying against experienced drivers on a circuit he'd never driven in the dry proved to be mission impossible. As we go to print, Baggsy is set to miss out on Round 3 of D1, choosing instead to begin his King of Europe title defence, at the opening round in France. He'll be back for rounds 4 and 5 of D1 though, hopefully with better luck! We'll keep you updated on his globe-trotting progress.



GARAGE WHIFBITZ R35 GT-R MAKES 1012BHP

For a long time Garage Whifbitz has been known as a Toyota Supra expert, making cars deliver over 1,000bhp in some instances. Well, did you know the experienced guys have been tuning GT-Rs for a long time too? Their demo car has just been dyno'd at 1012bhp using many of their own products, including Whifbitz cylinder heads, tubular exhaust manifolds and four-inch exhaust system. You can find the full spec by pointing your smart device at the QR code here, and watch a video of the car spitting flames on the dyno via the other one.

[www.garagewhifbitz.co.uk](http://WWW.GARAGEWHIFBITZ.CO.UK)





PHOTOS: FLATOUT PHOTOGRAPHY

ANDY FORREST BREAKS HIS STEERING... AND THEN KNOCKHILL LAP RECORDS!

Despite losing his power steering, Andy Forrest still set two new lap records at a recent round of SuperLap Scotland at Knockhill. Running MSA-approved aero (no wild wings and splitters then), and R888 tyres, the car was technically fully road legal. Andy could have driven home from the event, if he'd really wanted to. Even with heavy steering and running 300bhp down on what the car is capable of – in the form of more boost and nitrous oxide injection that he didn't use – Andy set a pair of lap records! His first was a 50.498 in the normal direction, and a 51.61 on the reverse, anti-clockwise circuit. A stunning car and driver combo that just gets quicker and quicker.

www.andyforrestperformance.co.uk
www.superlapscotland.co.uk



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15TH - OPEN PIT LANE TRACKDAY, CADWELL PARK, WWW.MSVTRACKDAYS.COM
15TH - GENERAL TRACK EVENING, CADWELL PARK, WWW.MSVTRACKDAYS.COM
15TH - TRACKDAY, BEDFORD AUTODROME GT, WWW.JAVELINTRACKDAYS.CO.UK
16TH - TRACKDAY, CROFT, WWW.JAVELINTRACKDAYS.CO.UK
17TH - TRACK EVENING, BRANDS HATCH INDY, WWW.OPENTRACK.CO.UK
17TH - TRACKDAY, BLYTON PARK, WWW.JAVELINTRACKDAYS.CO.UK
20TH - RUN WHAT YA BRUNG, SANTA POD, WWW.RWYB.COM
20TH - TRACKDAY, PEMBREY, WWW.OPENTRACK.CO.UK
20TH - TRACKDAY, MALLORY PARK, WWW.JAVELINTRACKDAYS.CO.UK
20TH - MSVR CLUB CAR CHAMPIONSHIP, OULTON PARK, WWW.MSVRACING.COM

20TH - BRSCC MEETING, BRANDS HATCH
20TH/21ST - BARC MEETING, LYDDEN HILL
21ST - RETRO SHOW, SANTA POD, WWW.RETROSHOW.CO.UK
21ST - TUNERFEST SOUTH (RD.3 TIME ATTACK), BRANDS HATCH, WWW.TUNERFEST.CO.UK
21ST - JAVELIN SPRINT DAY, WOODBRIDGE, WWW.JAVELINTRACKDAYS.CO.UK
22ND - TRACKDAY, CASTLE COMBE, WWW.JAVELINTRACKDAYS.CO.UK
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26TH - PEAK PERFORMANCE TEST & TUNE DAY, SANTA POD, WWW.RWYB.COM
27TH/28TH - SUMMER NATIONALS, SANTA POD, WWW.SANTAPOD.CO.UK
30TH - TRACK EVENING, DOMINGTON PARK, WWW.JAVELINTRACKDAYS.CO.UK
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8TH - TRACKDAY, CROFT, WWW.JAVELINTRACKDAYS.CO.UK
9TH - TRACK EVENING, SNETTERTON 300, WWW.JAVELINTRACKDAYS.CO.UK
10TH/11TH/12TH - DRAGSTALGIA, SANTA POD, WWW.SANTAPOD.CO.UK
11TH - TUNERFEST NORTH (RD.4 TIME ATTACK), OULTON PARK, WWW.TUNERFEST.CO.UK

EVENT PREVIEW

SUNDAY 5TH JUNE JAPSHOW SANTA POD WWW.JAPSHOW.CO.UK

One of the shows of the year for fans of tuned Japanese cars. Japshow is an opportunity for all types of Japanese cars, and motorbikes, to hit the famous quarter mile track. You can drive your own car up the strip, take part in a round of the Pod's gymkhana series or take a look around the Autoglym show car paddock. It's also the venue for rounds of the Millers Oils Jap Drag Series and Competition Clutch FWD Drag Series which sees some of the fastest cars in Europe hit the strip. Definitely one not to be missed!



SUNDAY 21ST JUNE TUNERFEST SOUTH BRANDS HATCH WWW.TUNERFEST.CO.UK

A brand new show for 2015. Tunerfest is aimed at the top end of the tuning market, encouraging owners of tweaked Porsches and the like to mix with tuned GT-Rs and Evos. Time will tell if it works out, but it's an exciting prospect to have a high-end tuning show. In fact there'll be two; Tunerfest South at Brands Hatch and Tunerfest North at Oulton Park in July. The schedule is packed with action, including rounds of the UK Time Attack Championship and also Ultimate Saloon races. You can get on track yourself, take part in a gymkhana or even have a go at the 'It's a Knockout' competition, if you're feeling particularly energetic.



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NISSAN CANS IDX PROJECT

Sadly it seems the Nissan iDX project is dead. Comments made recently by Pierre Loing, vice president of product planning for Nissan North America, suggested that it would cost too much money to build the compact rear-wheel drive car inspired by the old Datsun 510, when it is unlikely to sell in large numbers, effectively ending its chance of making it into production. However, he did have some positive things to say about some of the features of the iDX. Surprisingly, the retro-styling might make its way onto front-wheel drive models, with Loing pointing to Nissan's partnership with Renault, and the success of the RenaultSport Megane at the Nurburgring. While that's a huge shame, does this mean we could get a retro-styled hot hatch from Nissan to rival the Civic Type-R instead? We certainly hope so!



JP FEATURE CAR GETS V8 ENGINE SWAP

REMEMBER STEVE PUTTS FD3S MAZDA RX-7 FROM JP ISSUE #167, DECEMBER 2014? WELL IT WAS AWESOME THEN AND IT'S ARGUABLY EVEN BETTER NOW, DEPENDING ON HOW MUCH OF A PURIST YOU ARE. THE 550BHP 13B-REW IS GONE, REPLACED BY AN LS7 NATURALLY-ASPIRATED V8 MATED TO A SIX-SPEED GLEBE GEARBOX! BOUGHT AS A CRATE MOTOR AND THEN HEAVILY MODIFIED, THE ENGINE HAS JUST BEEN DYNOD' AT 648BHP, WITH PLANS TO GO FOR INDIVIDUAL THROTTLE BODIES AND 700BHP VERY SOON. STEVE IS GRATEFUL TO HIS DAD CHRIS FOR PUTTING THE HOURS IN TO MAKE IT ALL WORK, AND ALSO CHRIS HOLMES FOR HIS FABRICATION SKILLS. THE ENGINE SWAP HAS ACTUALLY REDUCED THE WEIGHT OF THE CAR AND IMPROVED THE WEIGHT DISTRIBUTION TOO. WE CAN'T WAIT TO SEE THIS OUT RACING AGAIN!

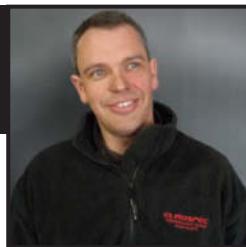


MANX SUCCESS FOR ITG PERFORMANCE AIR FILTERS

Driver Richard Clews and navigator Carl Williamson had an eventful second round of the REIS MSA Asphalt Rally Championship. They were seeded 66th thanks to a two-year Manx sabbatical while building the Impreza. They started well but then a loss of boost pressure on Stage 5 dropped them down to 90th place overall. Fortunately, their Geoff Jones Motorsport support crew got the ITG Performance Air Filters Impreza back on the road. The next stage featured blind bends, standing water and fog, but the team went for it anyway – setting the 7th fastest time overall for the stage! Eventually Richard and Carl fought their way back to 16th overall – a great reward for their perseverance and bravery.



5 MINUTES WITH... BEN HARTLEY EUROSPEC



Q. HI, WHO ARE YOU AND WHAT DO YOU DO?

A. I'M BEN HARTLEY, AND I OWN EUROSPEC. THAT BASICALLY MEANS I SIT IN THE CORNER OF THE OFFICE, IN A BIG CHAIR STROKING MY BALD CAT! IN REALITY IT MEANS I DO EVERYTHING, FROM MANAGING OUR SMALL TEAM OF GUYS TO WORKING ON THE DYNOMETER, TO SPEAKING TO CUSTOMERS – WHATEVER THE GUYS NEED ME TO DO

Q. WHAT IS EUROSPEC?

A. EUROSPEC IS A TUNING COMPANY BASED IN GUILDFORD. WE SERVICE, REPAIR, TUNE AND RACE JAPANESE SPORTS CARS. WE COVER ANYTHING FROM AN MOT, RIGHT UP TO GROUND-UP CAR BUILDS. WE HAVE FULL DIAGNOSTIC AND SERVICING CAPABILITY USING THE OE SCHEDULES, PLUS OUR OWN ADAPTATIONS OF WHAT NEEDS MORE ATTENTION ON CERTAIN CARS. WE HAVE OUR OWN ENGINE BUILDING ROOM, SO WE CAN BUILD ANYTHING FROM A STANDARD REPLACEMENT TO A FULL-BLOWN RACE ENGINE. WE HAVE MIG AND TIG WELDING CAPABILITY, SO WE CAN FABRICATE OR REPAIR ALUMINIUM OR STEEL COMPONENTS AND, OF COURSE WE HAVE OUR OWN FOUR-WHEEL DRIVE DYNOMETER, WHICH ALLOWS US TO ACCURATELY TUNE OUR CUSTOMERS' CARS

Q. HOW DID EUROSPEC START?

A. EUROSPEC STARTED BACK IN 1999. MY OLD BUSINESS PARTNER USED TO IMPORT CARS FROM JAPAN IN HIS PREVIOUS BUSINESS. WHEN THOSE CARS GOT TO THE UK THEY HAD TO HAVE SVA PREPARATION. THEY WOULD NEED MINOR REPAIRS AND SERVICING. EUROSPEC WAS CREATED TO CONVERT JAPANESE CARS TO EUROPEAN SPECIFICATION SO THAT THEY COULD LEGALLY BE USED HERE, AND TO PROVIDE THOSE SERVICES TO IMPORTERS. AS MORE AND MORE CARS CAME IN, THEY NEEDED SUPPORT ONCE THEY WERE HERE IN THE UK. SO OUR FOCUS SHIFTED FROM PROVIDING CONVERSIONS AND SVAS TO SERVICING AND MAINTAINING THE CARS THAT WERE ALREADY HERE. OUR ORIGINS ARE WHY WE HAVE SUCH A WIDE KNOWLEDGE OF SPECIALIST VEHICLES. OUR SHIFT FROM A SPECIALIST GARAGE INTO A PROFESSIONAL TUNER WAS JUST A NATURAL PROGRESSION AS OUR VOLUME INCREASED

Q. DO YOU SPECIALISE IN ANY SPECIFIC MODELS?

A. IF IT'S A JAPANESE SPORTS CAR, THEN WE KNOW ABOUT IT. I FIND THAT THE PASSIONS OF OUR TEAM LEAD US TOWARDS CERTAIN CARS, THE CARS THAT THEY HAVE OR HAVE HAD, CARS THAT THEY IDENTIFY WITH MOST AND SO HAVE ACQUIRED THE MOST KNOWLEDGE. FOR US THAT'S K-SERIES HONDAS, EVOS, FTOS, SKYLINES, 200SX'S AND IMPREZAS. WE ALSO DO A LOT OF MITSUBISHI GTOS. THAT'S WHAT I HAVE, AND THEY WERE MY FIRST JAPANESE CAR LOVE AND SOMEONE'S GOTTA DO 'EM! HA!

Q. EUROSPEC HAS BEEN INVOLVED IN TIME ATTACK FOR YEARS NOW. WHY?

A. TIME ATTACK IS A TRUE TUNER SERIES, IT'S THERE FOR THE TUNERS AS MUCH AS THE DRIVERS. THE POINT IS TO MAKE A CAR GO ROUND THAT TRACK FOR ONE LAP, AS FAST AS POSSIBLE! WE CAN EXPERIMENT WITH NEW IDEAS AND SEE WHAT WORKS AND WHAT DOESN'T, AND WE CAN USE THAT KNOWLEDGE IN THE ROAD CARS WE WORK ON AS WELL AS THE RACECARS THAT WE BUILD AND SUPPORT. IT MAKES US BETTER, FASTER AND LEANER. IT TEACHES YOU TO CONCENTRATE ON WHAT'S IMPORTANT TO MAKE A CAR GO FAST, AND IT HELPS US WORK TOGETHER TO DELIVER THAT FOR OUR CUSTOMERS

Q. ARE THERE ANY SPECIAL EUROSPEC-BUILT CARS ON THE WAY?

A. ONE OF OUR CUSTOMERS IS ABOUT TO DEBUT HIS NISSAN 200SX AT TIME ATTACK AT SNETTERTON. IT'S A PRETTY EPIC CAR; WE'VE BUILT IT FROM THE RUBBER UP WITH A FORGED ENGINE, TOP-MOUNT GTX30 TURBO KIT, FULL ROLLCAGE, CANBUS WIRED, FULLY ADJUSTABLE SUSPENSION AND HUGE K SPORT BRAKES. THERE HAVE BEEN A COUPLE OF 200SX USED AS TRACK CARS, BUT I DON'T THINK THE UK WILL HAVE SEEN ANYTHING AS FOCUSED AS THIS BEFORE. WE'RE HOPEFUL THIS IS GOING TO BE A BIT OF A TOUR DE FORCE IN THE RWD GRIP WORLD

Q. WHAT IS YOUR FAVOURITE JAPANESE CAR AND WHY?

A. IF YOU ARE GOING TO MAKE ME PICK JUST ONE, IT HAS TO BE AN EVO. IT'S SO FOCUSED, SO CAPABLE AND EXTREMELY TUNEABLE. LAST SEASON WE BUILT AN EVO V FOR TIME ATTACK AND WE TOOK THIRD PLACE IN THE CHAMPIONSHIP WITH IT. IT WASN'T BUILT OUT OF EXOTIC PARTS. IT WAS JUST A SIMPLE, STRAIGHTFORWARD, WELL-ENGINEERED CAR. WE RAN THAT CAR FIVE OUT OF SIX ROUNDS. IF WE WENT OUT IN IT, WE FINISHED ON THE PODIUM. IT'S NO WONDER THE CIRCUIT AND DRAG EVOS THAT HAVE REALLY SERIOUS MONEY THROWN AT THEM ARE UNSTOPPABLE!

Q. HOW DO YOU THINK THE TUNING INDUSTRY HAS CHANGED IN 2015?

A. I THINK THAT THE TUNING INDUSTRY IS FINALLY EMERGING FROM A DARK TIME. THE RECESSION HIT MOTOSPORT AND THE TUNING COMMUNITY PRETTY HARD. PEOPLE JUST DIDN'T HAVE THE MONEY TO SPEND ON CARS. THAT SEEMS TO BE EASING NOW AND FOR THE FIRST TIME IN A FEW YEARS OUR ORDER BOOKS ARE FILLING UP, BE IT PEOPLE BUYING BETTER PARTS, OR COMMITTING TO MORE AMBITIOUS BUILDS FOR BOTH ROAD USE AND MOTOSPORT

Q. WHAT ARE THE PLANS FOR YOU AND EUROSPEC IN THE FUTURE?

A. FIRST OF ALL, I'D LIKE A MOTOR YACHT IN THE CARIBBEAN. I DON'T WANT A SUNSEEKER THOUGH, EVERYONE HAS THOSE. I WANT A CARVER, HAND-BUILT IN AMERICA. I LIKE TO BE THE UNDERDOG, I LIKE TO BE DIFFERENT! HA! FOR 'SPEC, I'D LIKE TO EXPAND OUR MOTOSPORT FRANCHISE. WE'RE ACTIVELY LOOKING FOR SPONSORSHIP OPPORTUNITIES SO THAT WE CAN GET MORE INVOLVED IN THE MOTOSPORT WORLD. WE'RE ALSO LOOKING TO INVEST IN OUR BUILDING HERE IN GUILDFORD. I'D LOVE TO HAVE AN ACE CAFE TYPE PLACE IN HERE, AND I'D LOVE A NEW MOT BAY TOO. IF ANYONE HAS A WINNING EURO-MILLIONS TICKET, I'D BE GLAD TO EXCHANGE IT FOR A SERVICE ON A MICRA!

GOOD DEAL! THANKS FOR YOUR TIME BEN, IT'S APPRECIATED

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Shown: Mitsubishi Lancer Evolution 7/8/9 Oil Cooler Kit, 2001-2007. Additional applications available.



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Shown: Subaru WRX STI Performance Top-Mount Intercooler Kit, 2008-2015. Additional applications available.



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PHOENIX

WHEN RYAN SPRINGLE'S FRESHLY BUILT S15 WAS WRITTEN OFF IN AN ACCIDENT HE COULD'VE CALLED IT QUILTS, BUT INSTEAD HE'S REBUILT IT BETTER, HARDER, FASTER AND STRONGER THAN EVER BEFORE...

RISING

WORDS: DAN SHERWOOD PICS: NICK WILLIAMS





Rhe sound of the impact was sickening,' recalls 23-year-old Ryan Springle as we ask him to relive the incident that ended the life of his previous Nissan S15. 'It all happened so fast, but I'll never forget that sound, as it signalled the end of two long years of blood, sweat, tears and just about every penny I had. To say I was gutted was an understatement.'

The cause of the gut-wrenching sound was an over-eager Mercedes Vito van that was seemingly trying to mate with Ryan's virginal 200SX.

'I'd only driven the car for around 2000 miles before storing it away for the winter,' Ryan sighs. 'I was trying to preserve the car by limiting the chances that it would be involved in an accident on the icy winter roads. It was almost the end of March when I took it out again, as I was planning on attending Santa Pod's Fast Show in it. Unfortunately an issue with the coil packs was causing running issues, so I'd made the short trip down to Bells Auto Services in Ropley in Hampshire to have it checked

out. The annoying thing was that it had just been fixed and given a clean bill of health when the accident occurred.'

Ryan was less than 100 metres from Bells' premises when his world was turned upside down.

'The driver of the van obviously wasn't paying attention as he didn't even try to stop and went into the rear of my S15 at around 50mph,' Ryan explains. 'It caused one hell of a mess, as you can imagine. The whole rear end was completely stoved in with the boot floor crumpled and the rear arches crushed around the rear wheels, trapping them solid. The rear bumper was smashed to smithereens. The fuel pumps had also punched holes into the fuel tank and petrol was pissing out everywhere. It's lucky the whole thing didn't go up in flames!'

Another stroke of luck – if you can class any of what happened as lucky! – was that Ryan's car, which had only just appeared on these very pages as a feature car a few weeks previously, featured a full weld-in rollcage with bucket seats

and harnesses. This meant that Ryan was able to escape the incident relatively unscathed, with only a mildly injured back the result of the crash.

'The harnesses really saved me and I was able to jump out and confront the van driver,' says Ryan. 'He must've known he was in the wrong as he held his hands up and apologised, offering his insurance details straight away. After that I ran back up the road to Bells and got their Land Rover to tow me back to their unit to properly assess the damage.'

Under further inspection it was clear that Ryan's fears were justified, as the S15 was in no shape to be repaired and all his hard work over the last two years went up in smoke.

'I was devastated,' he says. 'But I wasn't about to give up. I was just praying that the insurance assessor would get me a decent payout to help fund a new project.'

But even before any final settlement figure had been discussed – in fact when he was sitting in the hospital waiting room just minutes after the crash – Ryan got the ball

rolling again after sourcing a new S15 shell on eBay.

'It must've been fate, as it's very rare for a mint condition S15 shell to come up for sale, but there it was. It was a sign!' he laughs. 'It was a fully stripped white shell that had been classed as a Cat D write off, with only light bodywork damage. But as all I wanted was a bare shell anyway it was absolutely perfect, so I contacted the owner and bought it right then.'

The shell was being sold by drift-specialists Slide Motorsport in Pontefract, West Yorkshire. It meant the journey to collect the shell was an epic nine-hour round trip for Ryan and his dad, but the end result was well worth the effort.

'The shell was a top grade import from Japan and was the cleanest S15 shell I'd ever seen,' comments Ryan. 'I took it back to my lock-up in Reading and began stripping the underneath before undersealing it and cleaning it up while I awaited the insurance assessment.'

To the insurer's credit, Ryan received his payout in a month,



but even a month can be agonisingly long considering what was waiting in the balance.

'It was the longest month of my life,' Ryan laughs. 'But I was surprisingly upbeat about the situation. My mates thought I'd have some kind of breakdown after the accident, as they knew how much the old car meant to me and the effort that had gone into it, but I was just focused on getting the new car started and had even bigger plans in mind...'

Ryan built his previous S15 up from a shell, but that car already had the bodywork completed when he bought it, so it always felt a little like he was building someone else's vision. There were also a few things that he did that, in hindsight, he felt would've been better done differently and, like many projects, there were also a few things he was still waiting to do, but just hadn't got around to. The accident had killed off his old car, but had also wiped the slate clean to allow him a second

chance to really create his vision of the perfect S15.

'When the money came through from the insurers it was a little less than I was hoping for, but it was enough to get the new car up and running,' Ryan remembers. 'And as I bought the old car off the insurance company too, with much of the front of the car and the engine undamaged, it meant that I had a whole host of parts ready and waiting to be transplanted over onto the new shell.'

The first job on the list was to entrust his friend Rainer Cliff with adding a custom rollcage to the new shell. Rainer had built the cage in Ryan's old car, and that had stood up to the accident impeccably, so he knew it would do the business in the new car too. Rainer built the new cage in much the same way as the old one, but this time went for a much tighter fit to further improve rigidity.

Next up was the suspension. However, as the rear subframe of the old car



'I BOUGHT THE NEW SHELL WHILE I WAITED IN HOSPITAL'

REAR OF THE YEAR

RYAN'S OLD CAR USED TO RUN A REAR DIFFUSER, BUT ON THE NEW CAR HE'S GONE FOR A MUCH LESS SUBTLE OPTION OF A HIGH-LEVEL REAR WING TO ADD DOWNFORCE. THE DIFFUSER HAS SINCE BEEN BINNED AND THE REAR BUMPER SMOOTHED WITH THE FACTORY EXHAUST OUTLET FILLED. THE TWIN EXHAUST TIPS NOW EXIT OUT OF EACH SIDE OF THE REAR BUMPER. INSTEAD, JUST BEHIND THE REAR WHEELS. NICE!

S15 ADDICTION

RYAN HAS BEEN INTO NISSANS SINCE HE WAS 12-YEARS-OLD. SEEING HIS BROTHER TURN HIS COMPLETELY STOCK S14A 200SX INTO AN RB25-ENGINEDED TRACK CAR DEFINITELY HAD AN EFFECT ON HIM. HIS 200SX WASN'T BUILT TO THE SAME LEVEL AS RYAN'S S15, BUT IT SHOWED HIM WHAT WAS POSSIBLE AND GAVE HIM THE NISSAN BUG





'THE CAR NOW RUNS A TWIN-SCROLL TURBO TO REDUCE LAG'



was obliterated in the accident, Ryan sourced a new one and had it powder coated white.

'Luckily, the subframe was the only suspension part that was damaged in the crash so it was then just a matter of transferring the old car's coilovers, suspension arms – including the uprated SuperPro bushes – brakes and wheels onto the new shell to get it rolling,' Ryan explains.

After that, Ryan and his mate Rainer got busy with the welder once again.

'Because of the extended lock available and the width of the wheels Rainer had fitted a set of tubbed front arches into the old car so we cut them out and re-installed them in the new car, like-for-like,' explains Ryan. 'I then fabricated a new boot floor which removed the spare wheel well and also allowed the custom fuel tank to fit lower down for better weight distribution.'

While he was feeling creative, Ryan also began fabricating the huge struts that would hold an imposing carbon-fibre wing high above the rear of the car.

'I'd always fancied a big gay wing on the back of the old car, but just never got round to it. This time I wasn't going to miss out.'

Obviously living by the ethos of 'go big or go home',

A WEIGHTY SUBJECT
'PEOPLE SAY THE RB25 ENGINE IS LONG AND HEAVY, AND THEREFORE WOULD MAKE THE S15 NOSE-HEAVY, BUT IT HANDLES REALLY WELL. I NEVER FEEL THE EXTRA WEIGHT IN THE FRONT-END. IN FACT, THE GRIP IS SO GOOD THAT I THINK THE EXTRA WEIGHT COMPLEMENTS THE SUSPENSION WORK AND THE WIDER WHEELS AND TYRES I'VE FITTED, BECAUSE IT'S GOT LOADS OF FRONT-END GRIP. IT DRIVES LIKE IT WAS MEANT TO BE THERE!'

Ryan's wing is certainly on the large side. The struts, made from 10mm thick aluminium, are inspired by the items on the Ben Sopra Nissan GT-R and mounted to 10mm thick steel mounting plates welded directly to the shell. This gives the wing exceptional strength, even though it sits higher than the roofline, and ensures all the rear downforce generated is directed straight to the rear wheels where it's needed.

'When the wing was complete I sent the car down to Will at StreetoptionsUK who tidied up the bay and filled any unneeded holes before painting it in a coat of Nissan grey,' Ryan says. 'At one point I was going to paint the whole car grey, but I decided to stick with white as it's got more impact.'

With the bay looking sexy it was back to the workshop to give the S15 some much needed luxuries, like wiring, an ECU, doors, seats and a steering wheel.

'Once the doors were on I transferred the loom and ECU, plus the seats and interior from the old car to the new one,' Ryan says. 'I had the dash flocked before it went in, however, as I wanted to reduce the glare of all the white and also to give it a more motorsport look. I also binned the factory heating system and added a lightweight race heater

to reduce weight. Combined with the Apex Performance heated front screen, it should provide all I need in terms of heating and weighs much less than stock.'

The engine and transmission were up next and, as Ryan had already seen fit to endow his previous S15 with a brutish 551bhp RB25 engine and 'box from a Skyline GTS-T, it was a simple enough procedure to get it up and running in the new shell, albeit with a few tasty improvements.

'The old gearbox was on its way out so I sourced an OS Giken 'box from an R33, shifted via the same Ikeya Formula sequential shifter which I had in the old car,' Ryan reveals. 'It's a much stronger unit – rated up to 800bhp – so should be able to deal with the power without any issues.'

On the engine's removal Ryan also noticed that, along with the mangled exhaust system, the motor's engine mounts, plus the GRReddy exhaust manifold, had cracked, both resulting from the shunt. To remedy the problem a set of Vibratechnics mounts were installed in the new car along with a custom twin-scroll manifold, a twin-scroll turbo housing divider and twin 38mm TiAL wastegates.

'I'd always wanted a twin-scroll system – where the

exhaust pulses from the cylinders are divided into separate chambers within the manifold and then turbo itself to enhance spool up and reduce lag to name just a few benefits – so took the opportunity to do it with the new car. Rainer then fabricated a new twin-exit exhaust system that has tailpipes that exit through the rear bumper just behind the rear wheels. It sounds awesome, but is quiet enough to allow the car to pass the strict trackday noise tests.'

But the exhaust wasn't the only pipework that needed tweaking, as Ryan also needed to modify the intercooler pipework because the new twin-scroll setup means that the turbo now sits further forward than before.

The engine itself remains largely unchanged with the exception of a white painted RB26 engine cover that gives the motor the look of a larger capacity GT-R sourced lump, and now pushes out a fast-spooling 530bhp – down on the old motor's maximum output due to the twin scroll divider, but boosting around 800rpm sooner with much better driveability and response.

'It was winter when I finally began fitting the body panels,' Ryan recalls. 'I wasn't completely happy with the old car, so over the next three

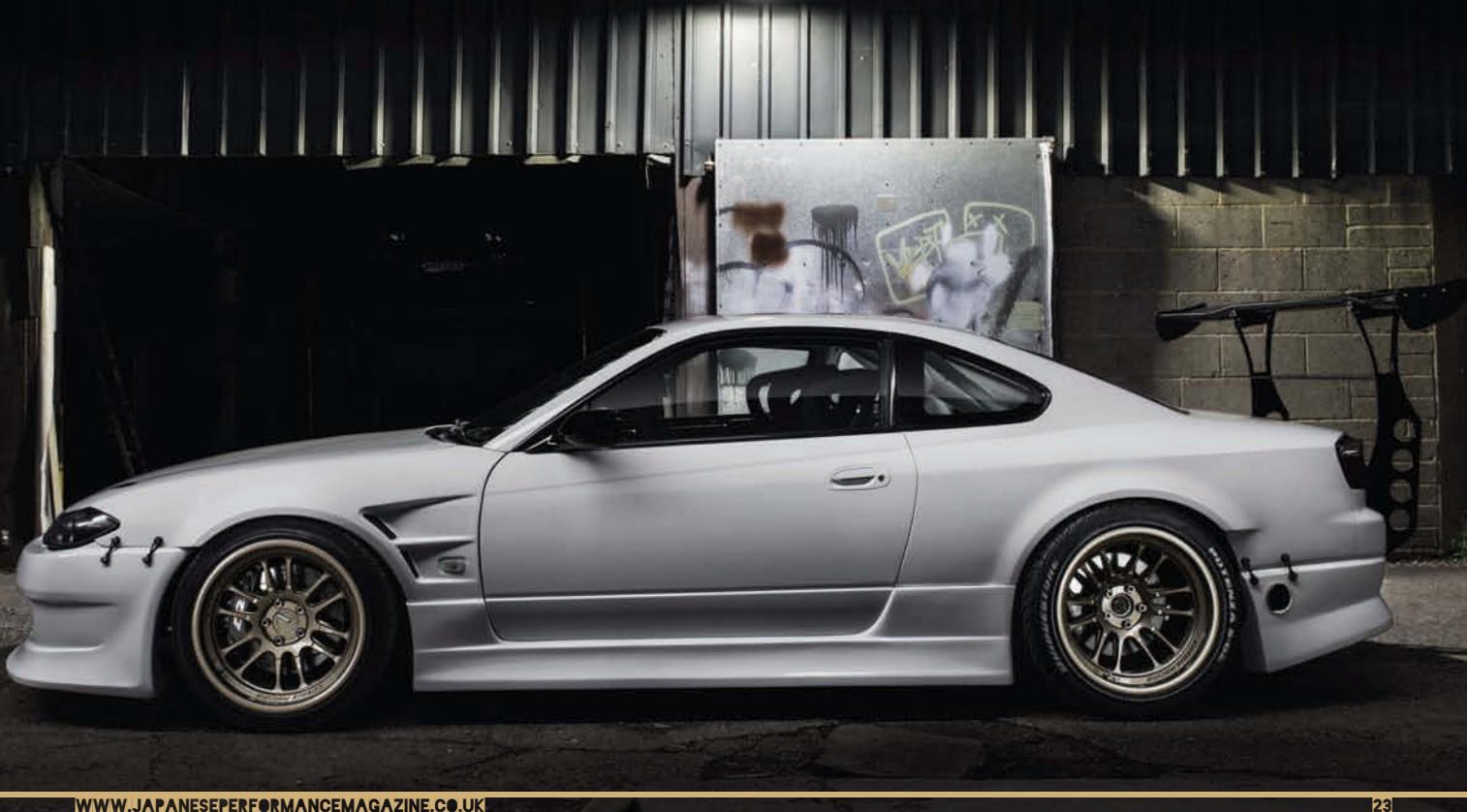
months I gave the new car a fresh new look.'

The D-Max kit still formed the basis of the car's appearance, but the front bumper was replaced by a quick release Vertex Ridge item with bumper bands. The rear arches were extended with custom metal items originally from an Audi A4 and the front arches were widened to match, and also accommodate the new set of awesome gold Cosmis XT-206R wheels.

'The rear bumper was also widened to match and is actually the original bumper which got smashed in the shunt,' Ryan reveals. 'It was in more than 50 pieces but the guys at Streetoptions did a brilliant job of fixing it. It's a miracle, really.'

A glassfibre bonnet was the final piece of the jigsaw and was selected to reduce front-end weight, which is more noticeable with the big RB than the stock SR20 motor. A carbon bonnet would also have done the job, but as Ryan always planned on painting it, plus the fact that any weight reduction over glassfibre would've been negligible, it would've been an unnecessary cost.

The bodywork assembled, the car was then shipped back to Streetoptions for its final coat of Nissan bright white paint and the glass to be fitted.



TECHSPEC

ENGINE

2.5-litre, 6-cyl, 24v straight-six RB25DET engine, Wiseco 87mm pistons, Manley forged con-rods, Cosworth 1.6mm head gasket, ARP head bolts, ACL Race main and big-end bearings, N1 oil pump, new Nissan water pump, Tomei Pon cams, port-matched cylinder head, RB26 engine covers and RB-rebuild baffle plates, Garrett GTX3076R turbo with twin-scroll dividing exhaust housing mounted on custom twin-scroll exhaust manifold, RB-rebuild head drain kit and extended and baffled sump, 2x TiAL 38mm external wastegates with custom screamer pipes, custom braided turbo lines, Mocal oil cooler, Autobahn88 power steering cooler, Japspeed 50mm alloy radiator with Spal 12in fans, 3in intercooler core with custom 3in aluminum pipework, full custom 3in twin side-exit exhaust system and custom catch tanks all made by Rainer Cliff, GReddy front facing inlet manifold with 90mm throttle body, GReddy top-feed fuel rail, ASNU 750cc injectors, Super Formula coilpacks, Vibratechnix engine mounts, custom power-steering pot and twin-chamber alloy expansion tank, Tomei oil cap, custom fuel system featuring 2.0-litre swirl pot and 40-litre race tank with baffles and declining floor, ATL fuel level sender, Sytec low pressure lift pump and high-pressure fuel filter, Bosch 044 external fuel pump, AN fittings throughout, Automotive plumbing braided fuel lines, Tomei fuel pressure regulator, GReddy dual feed fuel rail, Bells Auto Services wiring loom, 4in intake with K&N air filter, Link Air intake temp sensor, Link G4 ECU with anti-lag

TRANSMISSION

OS Giken short ratio 5-speed RB25 manual gearbox, McKinney gearbox mount, OS Giken STR twin-plate clutch, Matt Lewis racing one-piece braided clutch line, Ikeya Formula sequential shifter, custom one-piece propshaft, R33 Skyline 4.1 limited slip differential, R33 Skyline GTS-T driveshafts, Apex Performance solid differential bushes

SUSPENSION

Cusco coilovers, Nissan Skyline R33 GTS-T front subframe with steering rack welded 25mm further forward, Whiteline front and rear anti-roll bars, Nispro front tie rods and ends, Superpro steering rack bushes, OE S15 front lower arms, Japspeed front tension rods, Driftworks Geomaster front and rear knuckles and camber arms, Driftworks front and rear lower arm bushes, and metal subframe bushes, Moog ball joints, Apex Performance adjustable rear traction and toe arms, tension braces and metal differential bushes, all subframes and arms powder-coated, Zinc-coated bolts

BRAKES

8-pot D2 front calipers, 330mm grooved and vented discs (front), Wilwood 4-pot calipers, 320mm grooved rear discs (rear), Cusco brake master cylinder stopper, larger Z32 brake master cylinder, Hei Performance brake lines

WHEELS AND TYRES

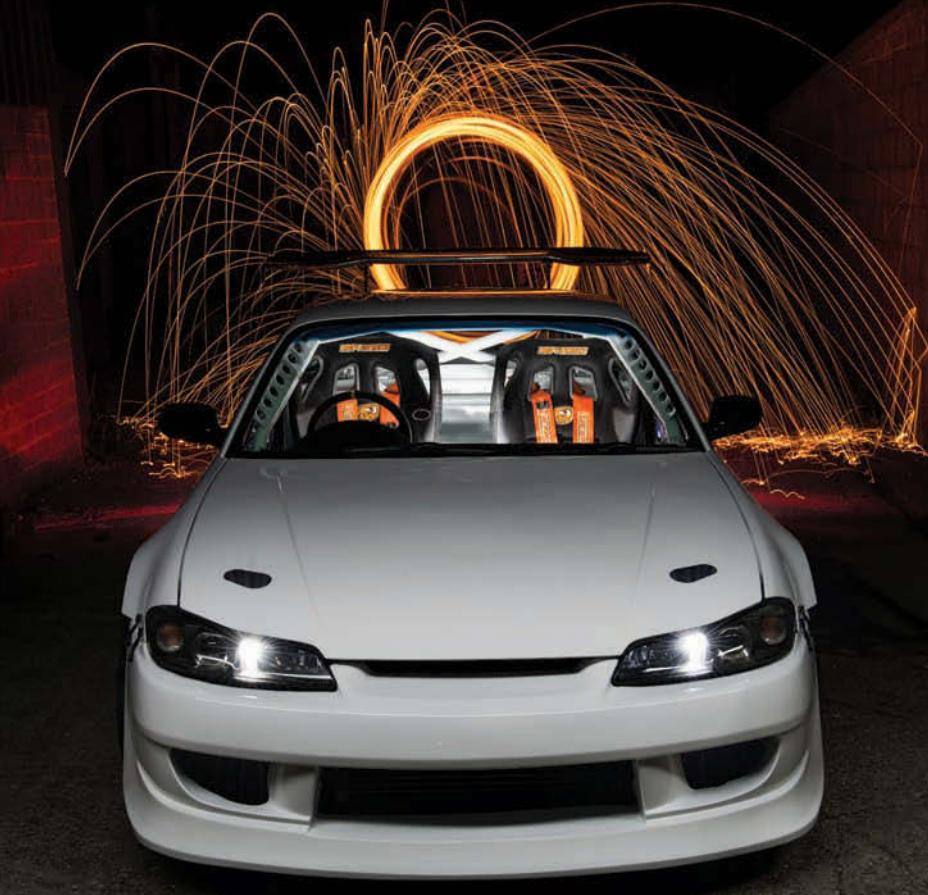
9.5x18in ET10 (front) and 11x18in ET8 (rear) Cosmos XT-206R wheels with 235/40/18 Federal tyres (front) and 295/35/18 Bridgestone tyres (rear)

EXTERIOR

D-Max full aero 'Type 1' bodykit, custom wide rear metal arches, D-Max front arches widened to match rears, D-Max rear lights, Vertex Ridge front bumper, fibreglass Aerokit bonnet, carbon-fibre front cooling panel, tubbed front inner arches, Japspeed carbon spoiler on custom spoiler legs, resprayed in white

INTERIOR

Flocked dashboard, AIM Strada Spec 2 digital dash, custom rollcage with twin door bars, harness bar and gusset braced to shell, Driftworks Cobra Evolution bucket seats mounted on Driftworks Superlow seat rails, Driftworks ultimate 5-point 3in harnesses, OMP Corsica 350mm dished steering wheel with Lifeline quick release boss, lightweight interior heater, Apex Performance heated windscreen, Ikeya Formula shift display unit



'I'd set myself a deadline of 15th May for the car to be finished, so I could unveil it at Castle Combe's Japfest show,' says Ryan. 'It was touch and go for a while, but in the end it made it to the show – albeit after only being on the road 48 hours earlier.'

The response it received at the show was overwhelming to say the least, with punters pawing over the perfectly presented S15 and being stunned at its finish and uniqueness, two elements that can easily be overlooked in the often function over form world of S-body tuning, where cars

are often used for drifting and battered bodywork is a badge of honour.

It was at the show that we first saw Ryan's reborn ride in the metal and it was the overall package that prompted us to slap it on this month's cover. More than a reanimated clone of his previous car, this latest vision from the S15 fan from Camberley is more like a reimagining of his first car if it hadn't been restricted by limitations. Like a phoenix rising from the flames of the accident that could've ended his tuning journey before it had a true chance to grow

and flourish, Ryan's latest ride is truly a car worth waiting for. Let's just hope he gets to enjoy this one without any distracted van drivers taking him back to the drawing board... again! □

THANKS

BIG THANKS TO RAINER CLIFF FOR HIS AMAZING FABRICATION SKILLS THROUGHOUT THE SECOND BUILD AND FOR YET ANOTHER AWESOME ROLLCAGE. THANKS TO WILL AND MICHEL AT STREETOPTIONSUK, FOR ALL THEIR HARD EFFORTS WORKING ALL HOURS ON THE OUTER BODYWORK, FABRICATION AND PAINT JOB, AND BIG THANKS TO RICH BELL AND HIS TEAM AT BELLS AUTO SERVICES FOR REMAPPING THE CAR AND FIXING SOME ISSUES





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 50th ANNIVERSARY



JAPFEST 2015

NOW UNDER NEW MANAGEMENT, JAPFEST WAS STILL THE PLACE TO BE AS EUROPE'S FINEST JAPANESE METAL DESCENDED UPON CASTLE COMBE CIRCUIT

WORDS: DAN SHERWOOD PICS: PABLOPIX.COM

Wether we take the time and effort to realise it or not, shows are a business just like any other. They are there to make money for their owners and, just like any other business, they develop a value as a result. Japfest is one such show and, judging by the huge attendance that it draws each year into Castle Combe circuit, it's not only one hell of a day for the

punters who pay to get through the gates, but it's also likely to be a pretty safe bet as a business, too. So, when Future Publishing, the publishing giant that owned the Japfest franchise, along with a whole host of other automotive shows, decided to sell up, it was Kelsey Media's turn to take up the mantle. As we've explained, a show like Japfest was always likely to be a sound

investment, but only if the new owners could run it the right way. And with Castle Combe once again opening its gates to the throngs of Europe's finest Japanese metal on the 16th May, it was crunch time for the new owners, as Japfest was here once again.

Driving through the quaint villages that encircle Castle Combe we couldn't help but wonder if the show

would be different in any way. As a show traditionally known for long queues to get in, last year the organisers seemed to nail it and waiting times were kept to a minimum – would they still be good this year, or would chaos reign supreme once more on the roads outside the circuit? Luckily for all involved, it was business as usual as far as parking and entering the show was

concerned with only minimal waiting before entering the track, so the new owners have obviously taken over where the last ones left off, which can only be a good thing for all. And to be honest, it was also much of the same once inside the gates, too, with modified Japanese metal as far as the eye could see to keep the hordes of Jap fans happy all day. From Time Attack stars and





company demo cars, to stanced rides and retros, there was something for everyone at Japfest, just like we've grown to expect from the show.

Spread out around the perimeter of the circuit were over 3000 club cars from the usual performance machines

such as Skyline, Supras and Imprezas to much rarer and more niche options such as Swifts, Cubes and Materias – whatever your thoughts are about Japfest, you can't say it lacks a diversity of cars on display!

The weather looked ominous early on and

Japfest regulars kept one eye on the sky to see if the weather gods were pleased about the turnout or were going to condemn the event with a downpour. Luckily, the clouds passed and searing sunshine bathed the Wiltshire circuit, the intensity of which caught more than a few show-

goers out judging by the many red faces seen at the end of the day, so it's safe to say that the weather gods were definitely smiling!

But even with faces as glowing as a track car's turbo we weren't complaining, as there's nothing better than a car show on a sunny day!

The dry conditions also helped out with the action on track, as those that had paid for their allocated time slots could go at the track with wild abandon and really extract the most from their rides without getting caught out by slippery wet Tarmac or feeling the need to tiptoe





around the circuit on part throttle to avoid becoming part of the scenery. It also looked like the drifters were revelling in the conditions, too, with the drift demos a particular hit with the crowds that were loving the smoky action with every pass. By it wasn't just demo runs that were the order of the day, and the drifters weren't just pushing the limits to keep the crowd

entertained, as they were also competing in the Toyo Tyres sponsored Drift Kings competition. Each driver got the chance to show what they were made of and, with incredible entry speeds, drift angles, transitions and showmanship at maximum, it must've been a hard one for the judges to decide. But pick a winner they did and it was last month's *Japanese Performance*

feature car owner Chris Smith in his Driftworks-sponsored Nissan S14 that took top honours, and a £1000 cheque for his troubles. Not bad for an afternoon's drifting, we must say!

Away from the circuit, there was also the chance for showgoers to check out the perfectly polished paintwork of the entrants in the Show 'n' Shine competition, plus experience a high speed rally ride around a

purpose built stage in a full-on Group N rally car supplied and run by London Rally School. With a Mitsubishi Evo tearing up the off-road course and spraying dust everywhere it was damn cool just to watch, let alone be strapped into the passenger seat and, for just £15 a pop, we reckon that's a bargain.

It just goes to prove that whatever name is above the door, Japfest

is still one of the big hitters on the show calendar and kicked off the Japanese show scene in style, so if you were under a rock at the time, or were temporarily blinded in a random paint-ball accident, check out the pics to see what you missed. We're still getting over it now, but are also looking forward to Rockingham's Japfest 2 on Sunday, 16th August for some more action. **JP**





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SPRING PERFORMANCE ACTION DAY

THERE WAS LOTS OF SHOW COMBINED WITH PLENTY OF GO AT CASTLE COMBE'S FIRST ACTION DAY OF 2015. **JP** WAS THERE TO CHECK IT OUT!

WORDS & PICS: SIMON COOKE

Castle Combe Spring Performance Car Action Day – it does exactly what it says on the tin. And then a bit more. The 2015 event was supported by MCR Specialist Cars and Infinity Exhausts and took place at the

famous Wiltshire circuit on 25th April.

Variety was certainly the key for 2015 and the circuit played host to just about every car you could imagine, from Bentleys to Lamborghinis, via race cars, right down to Minis and everything in

between. In total almost 2000 cars were on display spread over 113 club stands. And luckily, the rain which threatened most of the day never happened – which was nice!

But of course we were there for the Japanese cars, and we





certainly weren't disappointed.

Despite strong opposition from other makes, there were several Japanese cars in the Top 20 Cars of the Day display, including a Subaru STi, Mazda MX-5, Toyota pick-up and a Honda

S2000. The Club Stand of The Day was won by the Cymraeg Scooby Club – for the second year in a row, we might add! Well done, guys!

Wherever you looked around the circuit was a huge range of powerful and styled Hondas,

Mazdas, Toyotas, Mitsubishi, Subarus, Nissans, and even a few Suzukis parked up on club stands. There was certainly something for everyone who admires Japanese performance cars, whether you like yours with a dipped or





chromed engine bay, stripped out interior, or just slammed to the ground.

Of course, if sitting parked up in the sunshine was a bit tame for you, then you could always slap on a helmet and take your car out on the track and show the

watching speed-hungry fans that you had what it takes – or not, as the case might be.

Or you could even just sit back and watch how the pros do it in the drifting displays; of course RWD Japanese cars were heavily featured there, too.

There are three more action days at Castle Combe this year, so if you missed this one, make sure you catch one of the others – you won't be disappointed!

Check out Castle Combe Performance Car Action Days on Facebook for more details. **JP**



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TOP SECRET ADMIRER

IF YOU'RE GOING TO LOOK FOR INSPIRATION FOR CREATING YOUR DREAM SUPRA BUILD, THEN JAPANESE TUNING LEGENDS TOP SECRET ARE A GOOD PLACE TO START. JUST ASK JOHN SIMPSON AND HIS 550BHP SUPRA NA-T...

WORDS: DAN GOODYER PHOTOS: DAN SHERWOOD





'TOP SECRET'S BOSS SMOKEY NAGATA IS A HERO OF MINE'

There are some names that ring a bell with every Japanese tuning enthusiast. Top of the tree is probably Top Secret, the nutters that are famed for doing over 200mph on the streets. For them, tuning is a lifestyle that involves early-morning high-speed runs in their distinctive

gold or white cars – white for the development cars, gold for the finished all-conquering monsters.

Their leader is Kazuhiko 'Smokey' Nagata. A man named for his love of his favourite brand of cigarettes and performing a huge burnout before blasting his way to a

double-ton on the public highway. He's appeared in all sorts of videos and magazine features, even getting arrested in the UK while attempting to hit over 200mph on the A1! Such is the fame of Smokey and Top Secret that they have inspired the build of this blue monster on the other side of the planet.

Meet John Simpson and his 550bhp widebody turbo Supra, built from an orange-peel covered NA over the last couple of years.

John explains: 'I've always liked what the guys at Top Secret do and Smokey Nagata is a bit of a hero of mine. I mean, who travels to a country





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'I STRUGGLED TO FIND SOMEONE WHO COULD SELL ME 13IN WIDE REAR WHEELS. EVENTUALLY I LOOKED TO THE STATES AGAIN AND FOUND THESE BEAUTIFUL CCW CLASSICS. CCW WERE AMAZING. THEY ASKED ME ALL SORTS OF SPECS FROM THE SUSPENSION I WAS USING, TO THE RIDE HEIGHT AND EVEN THE ARCHES I WAS RUNNING. THEY PROPOSED SUITABLE OFFSETS AND WHEN THEY ARRIVED THEY WERE SO WELL PACKAGED. I WENT FOR THE HYPERBLACK CENTRES WITH A GLOSS BLACK RIM AND TOYO ROAD TYRES. I DELIBERATELY AVOIDED GOING FOR R888S BECAUSE I'VE PREVIOUSLY BEEN REAR-ENDDED IN ANOTHER CAR BY SOMEONE ON COLD TYRES. THE TYRES WERE HARD TO FIND BECAUSE THEY'RE SO WIDE. THE FRONTS ARE THE SAME SIZE AS THE REARS ON A PORSCHE 911, AND THE REARS ARE LAMBORGHINI MURCIELAGO FITMENT.'

on the other side of the world just to try and do 200mph on the road!? I wanted to build a car that perhaps they would feel reflected their build ethics and boundary pushing, but with their high standards I knew this wouldn't be an easy task. I didn't want to make a replica of one of their cars either, although I was close to going with the gold paint for a long time until settling on this blue wrap.'

'What I like about the Top Secret cars is the way they're immaculately presented, but always with big power and performance capabilities. I knew the body of my car would never look the same as the Top Secret Supras because I wanted to mix my personal taste of the best bits of several bodykits. There wasn't one kit I was completely happy with, so a mix of my favourite bits made sense and has given me what I think is a pretty unique looking Supra. I'm really happy with the result.'

Speaking to John at length, it's clear to see the Mk4 Supra

really got under his skin: 'I first got into Japanese cars back in 2002. For three weeks I drove past a white Supra on a forecourt with a 'for sale' sign in the window. The lure of the curves was irresistible and by the end of the month I'd bought it. Since then I have owned several different Japanese cars; Imprezas, an FTO, a Honda Prelude... but I always wanted to go back to the Supra. Now on my third one, the time was right to start the project I had always dreamed of.'

This doesn't mean John had a bottomless pit of money. It simply meant that he was going to back his ideas and go beyond the usual routine of small mods and maintenance. The vision he had in his head was pretty clear. He wanted to make his car wide, dark and fast. And as you can tell already, at least one of those criteria changed dramatically.

John explains: 'As much as I would have loved to take the project on at home, I realised

that I didn't have the full knowledge, machinery or tools required to take it on. Let alone the time and space needed. I knew Paul and Ryan at Garage Whifbitz were the guys to call upon. I contacted Paul and we discussed a few options. The original plan was to go with a Whifbitz bolt-on turbo kit for more power, sort the suspension out and put new wheels on. But that quickly changed...'

'As with most things, after several discussions and a lot of chopping and changing ideas, the plan evolved into building a 500–550bhp NA-T auto. When the NA engine was stripped down for inspection, the pistons were in surprisingly bad shape so were swapped for a set of twin-turbo pistons from a 2JZ-GTE engine. This lowered the compression ratio too, which helps the engine cope with a higher level of boost from the new turbo. We decided to swap the cylinder head for a twin-turbo item, too.'

FAT BOTTOM GIRL
'IT WAS ALWAYS THE REAR-END OF A SUPRA THAT I LIKED. I THINK THE FRONT-END OFTEN LETS CARS DOWN AND THE ORIGINAL BUMPER DEFINITELY NEEDS A LIP, BUT OVERALL I THINK THE SUPRA SHAPE LOOKS GREAT, ESPECIALLY CONSIDERING HOW OLD THE CAR IS NOW. ORIGINALLY, I WANTED TO FIT A TRIAL REAR BUMPER BECAUSE THAT WAS ALWAYS THE BUMPER I SAW ON THE SUPRAS I LIKED, IT JUST SUITS THE SUPRA'S LINES. BUT AFTER BUYING ONE AND OFFERING IT UP, IT WAS NEVER GOING TO WORK WITH THE REAR ARCH EXTENSIONS – THERE WERE BIG GAPS. SO I WENT FOR A BOLT-ON REAR DIFFUSER OVER THE ORIGINAL BUMPER INSTEAD.'

The Garage Whifbitz turbo conversion centres around a large Borg Warner S360 T4-frame turbo, mounted on one of Whifbitz's own tubular exhaust manifolds. The turbo breathes down a full 3in Whifbitz single-box exhaust system, so it makes quite a noise as you can imagine. All the fiddly bits holding the engine together have been uprated too, including ARP main studs and con-rod bolts, while the cylinder head sits on a Cometic





SUBTLE IT IS NOT
'I NEVER THOUGHT I'D END UP WITH A LARGE CARBON-FIBRE WING ON THE CAR, I ALWAYS PREFERRED THE SLEEK DE-SPOILED LOOK. IT'S FUNNY HOW THINGS CHANGE AS YOU BUILD A CAR, OPPORTUNITIES POP UP AND YOU HAVE TO MAKE A SPLIT DECISION ON WHETHER TO GO FOR IT OR NOT. IT WAS THE SAME WITH THE WING. PAUL AT WHIFBITZ HAD AN APR GT300 WING AVAILABLE, THAT A CUSTOMER HAD ORDERED BUT THEN CHANGED THEIR MIND. I WASN'T SURE AT FIRST BUT NOW I THINK IT MATCHES THE DIFFUSER PERFECTLY. JUST LIKE THE LAST-MINUTE COLOUR CHANGE, IT'S THE OPPOSITE OF SUBTLE!'

multilayer 1.2mm head gasket clamped down by super strong ARP head studs.

Of course the fuelling and cooling side of things needed upgrading too, so a set of six Asnu Performance 550cc fuel injectors have been installed, supplied by a Walbro fuel pump. As for cooling, both the engine and gearbox are equipped with a Garage Whifbitz 19-row oil cooler. The engine cooler being backed up by a Whifbitz aluminium radiator and electric fan conversion.

As conversations between John and Paul Whiffin at Whifbitz continued, John found himself becoming tempted by

more and more modifications. We aren't talking about off-the-shelf stuff either. As we said, one thing John admires about the work Top Secret do is the innovation they show. That desire to go beyond what is readily available. A good example of this is the uprated transmission.

If features the first 'flappy paddle' conversion that Whifbitz has carried out on a customer's car. John adds: 'I know Paul was experimenting on his own car, but mine is the first car to benefit from his hard work. The transmission itself is an uprated unit from Boost Logic in the States. Basically it's a rebuilt

factory auto 'box, but some of the internals have been strengthened and the shift is noticeably quicker too. Now when I want to change gear manually I can pull on the carbon-fibre paddles either side of the steering wheel. I tend to use the right paddle to shift up through the gears, but let the 'box decide when to down-shift – the 'box feels happier that way and changes down when I want it to anyway. I can manually down-shift of course, and perhaps I will when I become more used to it?'

With the engine built and the flappy-paddle conversion in place, the tuning was

completed with the installation and tune of a Syvecs ECU. John admits: 'I went for the Syvecs because it does everything, and I liked all the safety features that should save the engine should something serious go wrong. It was mapped by Ryan Griffiths and features Bluetooth connectivity which completely blew my mind. The main map was written by Ryan on the dyno at Surrey Rolling Road, where it made 510bhp. But what really blew me away was a few weeks later when Ryan made a few changes to the map for me; I was out driving the car and he was sat on his laptop at



TECHSPEC

ENGINE

3.0-litre, 6-cyl, 24v 2JZ-GE block with 2JZ-GTE head, Syvecs ECU with Bluetooth, Garage Whifbitz NA-T conversion using Borg Warner S360 T4 turbo and Garage Whifbitz 3in single-box exhaust, 2JZ-GTE pistons, ARP head studs, ARP main stud kit, ARP con-rod bolts, Cometic 1.2mm head gasket, Garage Whifbitz camshaft pulleys, Asnu Performance 550cc fuel injectors, Walbro 255l/ph fuel pump, Garage Whifbitz 19-row oil cooler, Gates cambelt, Garage Whifbitz electric fan kit, Garage Whifbitz aluminium radiator, APR carbon cooling panel

TRANSMISSION

Boost Logic auto gearbox, Precision torque converter, TRD limited slip differential, Garage Whifbitz 'flappy paddle' gear shift, Garage Whifbitz 19-row auto transmission cooler

SUSPENSION

BC Racing coilovers, Titan Motorsport anti-roll bars front and rear, SuperPro bushes all round

BRAKES

K-Sport 8-pot calipers with 356mm discs up front, K-Sport 4-pot calipers with 356mm on rear, Porterfield pads all round, Goodridge braided brake lines

WHEELS & TYRES

10x18in (front) and 13x18in (rear) CCW Classic split rims with 295/35/18 (front) and 335/30/18 (rear) Toyo T1-R tyres

INTERIOR

Okuyama Carbure 4-point rollcage, Race Technology Dash2, Momo Tuner steering wheel, Cobra Daytona seats, Defi oil/water temp gauges, AEM air/fuel ratio gauge

EXTERIOR

Do-Luck front bumper, facelift headlights, Seibon Top Secret carbon-fibre bonnet, Whifbitz carbon-fibre windscreen panel, Shine Auto Project wide front arches, Ganador mirrors, Ridox sideskirts, Shine Auto Project wide rear arches, APR Supra GTC300 carbon-fibre rear wing, LED rear lights, Shine Auto Project carbon-fibre rear diffuser, full wrap in BMW M3 Atomic Teal



home, miles away!'

Another envelope-pushing feature of the car is the eye-catching blue wrap. It's the first of its kind to be fitted to a Supra, or any car for that matter. John explains: 'I had a vision in my head for the car all along. In terms of appearance, I wanted it to be wide and dark, in grey or black. Top Secret gold was briefly on the cards, but I had a clear image in my head of how the finished car would look.'

John continues: 'The first part went as planned. As I said before, there isn't a Supra bodykit out there that I like every part of, so I sourced the individual bits I liked. The DoLuck front bumper was selected for its large opening, which is ideal for the intercooler. Then I went for a Seibon vented bonnet, Ganador mirrors, Ridox sideskirts, and so on – basically all of my favourite bits that I'd seen on Supras at

shows or online over the years. I've been told more than once that it looks like one kit, which is a nice compliment to receive.

'The wide arches were always going on. I got them from Shine Auto in the States. It seems like America is the place to get Supra parts at the moment. They've got literally everything covered, from bodywork to engine bits. The bodykit was all fitted by a family friend, Geoff Clark. He works in a bodyshop but fitted all my bodywork after hours. He did a great job. Then it was on to Joyce Design for the wrap.'

'At first we offered up a matt grey but it just looked unfinished, like it was still in primer. Then Kat and Russell said they had a new colour that had just arrived and hadn't been on a car yet. It was this 3M Atomic Teal. As soon as he offered a piece of the wrap up to the car everyone loved it... everyone except me, that is!

I think it was just because it didn't match the image I had in my head. Anyway, I let them talk me into it and I really like it now. It did take a couple of weeks to get used to though, it's so bright! In fact, it's so shiny that it could pass for paint.'

It's certainly eye-catching, and like the aero combination it's unique to John's Supra. So has he managed to emulate his heroes at Top Secret? We reckon so. They'd surely approve of the performance and aesthetic improvements. All that's left to do now is a 200mph run down the A1... what do you reckon, John... up for it? **JP**

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'THE SUPRA FEATURES A FLAPPY PADDLE SHIFTER CONVERSION'

FANCY FOOTWORK
'WITH ALL THE NEW POWER, THE SUSPENSION HAD TO BE ADDRESSED. I WENT FOR A COMBINATION OF BC RACING COILOVERS, TITAN MOTORSPORT ANTI ROLL BARS AND SUPERPRO POLYBUSHES - AND IT'S REALLY STIFFENED THE BIG SUPRA UP AND MADE IT MORE AGILE.'



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COMING OUT FIGHTING



WITH 430BHP AT THE WHEELS AND STYLING INSPIRED BY TIME ATTACK, GIOVANNY AYALA'S EVO X ISN'T JUST AN ENVIALE DAILY DRIVER, IT'S ALSO A BIG PART OF THE MOTIVATION WHICH KEPT HIM ALIVE

WORDS: ALEX GRANT PICS: ANDY TIPPING

With snapper Andy a few feet away, Giovanny Ayala — the guy behind this sharp-suited 2013 Mitsubishi Evo X — leans back against a graffiti-strewn section of sun-bleached Los Angeles brickwork. Aged 25, he's got an infectious enthusiasm for life and modified Mitsubishiis that could convert even the most devoted Subaru owner to the other side. It's something that becomes all the more impressive when you know how close this car — and a whole lot else — came to not happening at all...

We're not talking delayed parts shipments or bogged

bodywork, even a badly-timed theft or the result of another driver's lack of attention. Five years ago, Gio was diagnosed with stage four Burkitts Lymphoma — a rare and aggressive form of cancer which literally left him fighting for his life.

Thankfully it was a fight he won and, while he completed his treatment, thoughts of his next project car were coming together in his head. This car — nicknamed Knuckles after the horn-fisted anteater in Sonic the Hedgehog — is what those ideas materialised into.

Gio chuckles at the name: 'Knuckles is a fighter and a





tough guy,' he says. 'I like to think to myself that, after beating stage four cancer, I'm a pretty tough kid myself. It was hard and depressing to be very sick at such a young age, but with the help of God I'm here today, living life to the fullest.'

It's been a busy two years since this car's pink slip was signed over. Since 'kicking cancer's butt', Gio has climbed the ranks at All Mighty Green – a company which manufactures a non-toxic and cancer-free biodegradable cleaner and degreaser, and last summer he co-launched Team Xcessive, a tight-knit California-based car club with a broad selection of show-ready performance metal in its ranks. It's a year that closed with the Evo on display at the SEMA show, where we first met him.

But he admits the seed of this project had been planted long before his diagnosis.

'The Evo X came out during my senior year of high school,' he explains. 'When I saw one, I always told myself that one day I'd own one. Of course, mine had to be a GSR with the five-speed manual transmission – I just couldn't do with the SST paddle shifters.'

With time to consider how the end result would shape up, Gio set out some tough guidelines for the finished car. The aim was to bulk up the factory styling with some inspiration from Time Attack, using only the highest quality parts, but – as a daily drive – it also had to be suitable for the commute to work.

That hasn't meant he's been overly subtle with the performance side of the project. Gio reaches for the bonnet release, exposing a vast expanse of glossy carbon-fibre to the Californian afternoon sun. Beneath the weave of that

password:JDM dress-up kit, the Evo was treated to a session at 5150 Racing in Santa Ana and the end result is 430bhp and 400lb ft of torque – and that's at the wheels, which translates to nearly 500bhp at the flywheel. Set-up to be easy to drive on the road, it's more than enough to make the commute to work a little shorter, and a lot more interesting.

Digging a little deeper, it says a lot for the Evo's factory chassis development that the car's large helping of extra power required few upgrades to the chassis. The Enkei NT03s, wrapped in Continental ExtremeContact DW tyres, were one of the first parts to be changed and still offer plenty of grip, while the original equipment Brembos have no problem keeping up with the change of pace either. Eibach springs have been called upon to bring the Evo's gleaming

bodywork closer to the Tarmac, lowering the centre of gravity and reducing body-roll and a password:JDM strut bar aids chassis rigidity, too. Overall it's a little stiffer and a little lower, but it's as much of an all-rounder as it was when it left the showroom, which is exactly how Gio wanted it.

That's a bit of a recurring theme. Gio could've stripped the interior back to bare metal and gauges, but wrapping a harness bar and the Cipher four-pointers around the factory-fitted Recaros makes so much more sense on the road. Good for pinning occupants in place while they tense neck muscles at full throttle, but without giving numb limbs and bleeding eardrums just from sitting in Monday morning traffic. Mitsubishi didn't get much wrong here.

'The bodywork took a lot of planning,' says Gio. 'I wanted it

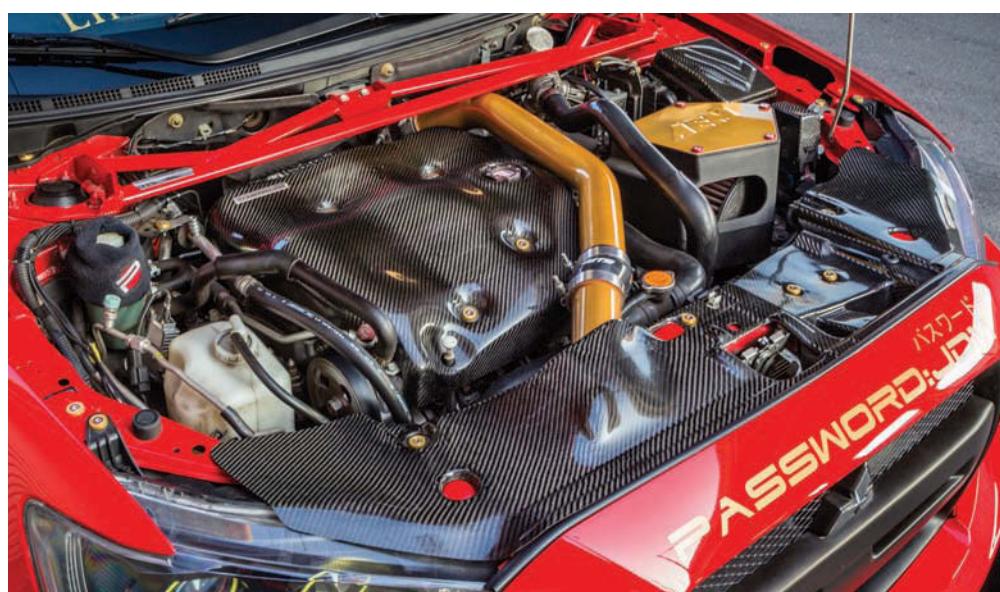
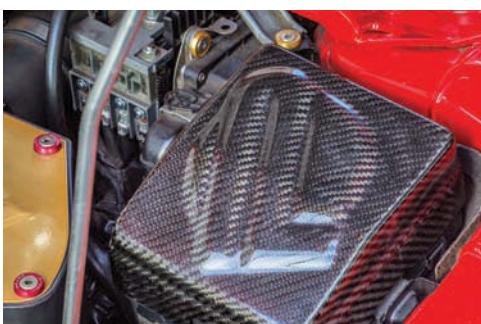
'IT MAY LOOK LIKE A TRACK CAR, BUT THE EVO IS STILL MY DAILY DRIVER THAT I USE TO COMMUTE TO WORK'



to be done in a track style, but in a way that made people stop and look. There's plenty of choice, the parts to get that look aren't hard to find – but waiting on them to arrive, that felt like an eternity!

That choice narrowed down to a selection of aero parts from the Voltex catalogue, including a fully adjustable dry carbon rear wing, imported while the rest of the work was taking place in California. Then came the hardest decision of the lot – selecting the right hue for his

STILL ROOM FOR ICE
GIO MIGHT HAVE GONE FOR A
TRACK-READY STYLE WITH THE
EVO, BUT THE MULTI-BRAND ICE
INSTALL SHOWS THIS CAR IS NOT
ALL ABOUT GOING FLAT OUT AND
CAN CUT IT WHEN CRUISING
DOWN THE CALI STREETS, TOO.
TO GET THE MOST OUT OF THE
SYSTEM, THE HEAD UNIT FEATURES
THE SAME SONY SENSEME
SOFTWARE USED ON THE
PLAYSTATION 4, WHICH CAN
AUTOMATICALLY GROUP AND
CHOOSE TRACKS DEPENDING ON
THE DRIVER'S MOOD. TRICK!



TECHSPEC

ENGINE:

2.0-litre, 4-cyl, 16v, 4B11T engine, Garrett GT3071 turbocharger, Tomei downpipe, AMS test pipe, Spec D stainless steel exhaust system, AMS 272 camshafts, AEM intake and performance filter, ETS 3.5in core intercooler, ETS intercooler pipework, Blitz blow-off valve, Password:JDM carbon-fibre dress-up kit, 5150 Racing custom map

PERFORMANCE:

490bhp and 400lb ft of torque

TRANSMISSION:

Factory 6-speed manual transmission, Action Clutch stage 3 clutch kit

BRAKES:

OE Brembos with R1 Concepts eLINE discs and performance brake pads

CHASSIS:

Lowered on uprated Eibach springs, Password:JDM strut brace

WHEELS AND TYRES:

10.5x18 ET22 Enkei NT03 wheels in sunrise royal pearl gold with 275/35/18 Continental ExtremeContact DW tyres

EXTERIOR:

Full respray in Ferrari/Porsche India Red, Voltex Type 5 dry carbon-fibre rear wing, Voltex front lip, Voltex front splitter, Voltex roof vortex generator, Demon Eyes halo projector headlights, Onex HID high and low beam and fog lights, custom third brake light, wind deflectors

INTERIOR:

Cobb short shifter, gold Cipher harness bar, Cipher five-point 3in harnesses, gold NRG Innovations 350mm 3in-dished steering wheel, gold Razo 340 gearknob, Prosport EVO Series 60mm gauges, Sony AX-770 BluRay player, Sony Sensme navigation system, Infiniti Kappa component speakers (front), Focal component speakers (rear), JL Audio 13in subwoofer, Hifonics 1000w amplifier

THANKS:

Thanks to God for his blessings upon not only myself but my family as well, my Mom and Dad for being my number one fans and supporters, Western Auto Crafters, 742 Marketing, Luigi Arroyo from Limitless Society, Ralph and Jon at 5150 Racing



uncle Marko, of Western Auto Crafters, to finish it off with.

'The toughest part of the build was deciding which red to go with, because there are so many!' he laughs. 'My uncle Marko told me he had a red that nobody else had on their Evo, so I said I'd trust him and it went from there. I'd shown a few people pictures of boxes of parts arriving before it went into the shop, but almost nobody knew it was changing colour until it came out finished.'

Marko's suggestion of Ferrari red paid off. As tough as it looked with the original Phantom Black, contrasted against the gold accents of the wheels, stickers and parts of the interior, the Evo somehow doesn't need a full livery to have a hint of road-going Time Attack car about it, and the red just sets it off perfectly. And that's

exactly the end goal this was aimed at back when the idea first crossed Gio's mind.

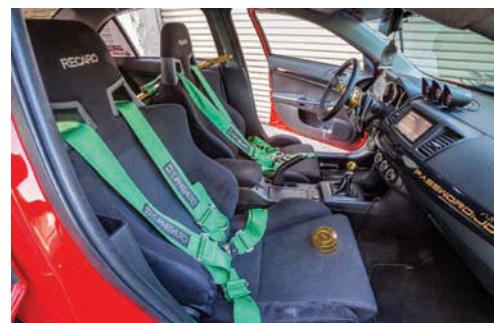
But, is it done? Gio's smirk spreads to a laugh, and he shakes his head. 'Nowhere near,' he says. 'I've got plans... they're not even future plans – they're already taking place! It's waiting on a Varis wide-body kit and a few other things to complete the build, but you'll have to wait to see it at SEMA 2015 to get the full picture.'

As far as Gio's concerned, though, he's blessed to be here at all, let alone with the car he'd dreamed of in high school now parked on his driveway. It's been an unenviable route getting to this point, but with plenty more plans up his sleeve and an unwavering enthusiasm for life, 'Knuckles' looks set to come out fighting for the foreseeable future. □

WHO'S KNUCKLES?

A NAME FROM THE GLORY DAYS OF CONSOLE GAMING, KNUCKLES IS THE RED ECHIDNA (A SPINE-BACKED ANTEATER) INTRODUCED IN SONIC THE HEDGEHOG 3, LATER TO BECOME A PLAYABLE CHARACTER. IT'S ALSO GIO'S NICKNAME FOR THE EVO – BOTH ARE RED, AGGRESSIVE AND HAVE UNNATURAL AMOUNTS OF GRIT. THOUGH IN THE CASE OF THE CHARACTER, THAT INVOLVES CLIMBING WALLS WITH SPIKED GLOVES, NOT HANGING ONTO THE ROAD WHILE CORNERING

TIME ATTACK INSPIRATION
A LOT OF THE EVO'S STYLING INSPIRATION CAME FROM TIME ATTACK, INCLUDING THE LIGHTWEIGHT ENKEI NT03 WHEELS AND THE VOLTEX AERO KIT. DEVELOPED ON THE TRACK, THE FRONT LIP, ROOF-MOUNTED VORTEX GENERATOR AND GT-STYLE REAR WING ARE ALL FUNCTIONAL. THEY ARE ALL ITEMS THAT ARE OFTEN COPIED AND SOLD MUCH CHEAPER, BUT GIO CHOSE TO GO FOR THE REAL DEAL BECAUSE THE ORIGINALS FIT PERFECTLY FIRST TIME. FOR MORE INFORMATION, SEE VOLTEX.NE.JP/ENGLISH



"THE AMERICAN DREAM" ALL THE WAY FROM LOS ANGELES

The background image is a collage of several photographs. At the top left is a close-up of a mechanical part with two circular holes. In the center is a photograph of a factory or workshop floor with various equipment and machinery visible. To the right is a close-up of a clutch assembly. At the bottom right is a red sports car with a black roof and a 'Continental TIRE' logo on its side window. The word 'XCEL' is also partially visible on the side of the car.



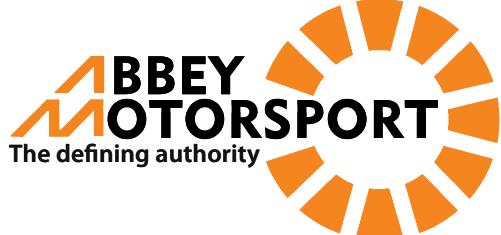
A close-up photograph of a red and white octagonal hazard sign, likely a 'Caution' or 'Warning' sign, mounted on a metal structure. The sign features a central black triangle pointing downwards, surrounded by eight red triangles pointing outwards, all set against a white background.

ACTION CLUTCH

STAGE 2 - STAGE 3 - STAGE 4 - FLYWHEELS

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HONDA S2000





POCKET ROCKET

THIS LIGHTWEIGHT HATCHBACK ONLY HAS A TINY 1.3-LITRE ENGINE BUT IT PUSHES OUT A HEFTY 274BHP!

WORDS: DAN GOODYER PICS: DAN SHERWOOD

Some cars get under your skin. For me, it was a gunmetal grey Nissan 180SX. That car was already nicely modified but I had a vision in my head: wide arches, more power, dished wheels. To cut a long story short, I bought lots of bits but ended up selling the car before my dream was realised. Thankfully for us, 25-year-old Chris Bruce has more stamina.

Seven years ago Chris purchased a black Toyota Starlet GT. It was bone stock with lacquer peel in places but it was essentially straight. It drove well and was a perfect base, ripe for tuning. Over the years Chris tuned the black car. He added more power, made it look better and generally the world was a happy place. Then a couple of years ago Chris was out for a drive when his Starlet was rear-ended. Being

such a small car made from relatively thin metal, it was a write-off. So he went looking for another bodyshell, eventually finding one on eBay. The only problem... it was bright pink!

'I'm still friends with Hannah, the girl I bought it from, on Facebook,' admits Chris. 'The funny thing is, I think it was actually a bloke that resprayed the car pink as it already featured the fuchsia hue when she got hold of it. Anyway, it couldn't stay that way, obviously. I've got nothing against the colour, but could I see myself driving a pink Starlet around? Erm... nope.'

So, long story cut short, all the goodies from the black car were swapped over to the new bodyshell, along with a few more fresh bits, but not before a colour change. 'The colour is from an R27 Renault Clio 197 F1, it's called Liquid Yellow.'



SUZUKI SEATS
CAN YOU SEE THE YELLOW RECARO LOGO ON THE SEATS? CHRIS SEARCHED HIGH AND LOW FOR A SET OF THESE TO MATCH THE LIQUID YELLOW PAINTJOB. THEY'RE FROM A SUZUKI IGNIS SPORT AND ARE PRETTY RARE. CHRIS HAD TO MAKE UP HIS OWN SUBFRAMES BUT IT WAS WELL WORTH IT IN OUR OPINION. THEY FEATURE YELLOW NETTING IN THE HEADREST, TOO. THEY LOOK LIKE COLOUR-CODED SEATS - IT'S A REALLY NICE TOUCH



NO VIAGRA REQUIRED
'IT'S REALLY STIFF NOW,' SAYS CHRIS, POINTING OUT THE EFFECT THE SUPERPRO POLYBUSHES HAVE HAD. THEY'VE BEEN FITTED TO THE FRONT SUSPENSION ARMS AND REAR AXLE. THEY COMBINE WELL WITH THE BC RACING COILOVERS AND WHITELINE ANTI-ROLL BAR TO ENABLE THIS STARLET'S PARTY TRICK - THE ABILITY TO LIFT AN INSIDE WHEEL, TRIPOD' STYLE!



says Chris. 'Under the right light it's pretty pearlescent and the edges of the bodywork glow dark gold. It's probably as eye-catching as the pink to be honest, just less embarrassing.'

The paint was applied by Ace Finish in Godmanchester. Yes, that is a real place. To add to the confusion it's in Cambridgeshire, too. Anyway, they've done a cracking job. The car looks flawless and it's clearly something Chris is very proud of. When I ask him what other Starlet owners might notice about his car, he replies: 'Maybe how clean it is? The bodyshell was in great condition anyway, but I treated it as a full rebuild rather than just a re-shell. A lot of the car has been refreshed. There aren't many around now, and really clean ones are rare in my

experience. Hopefully no-one will drive into this one and I'll get to keep it this way.'

After spending some time listening to Chris talk about Starlets, it's clear he's mad on them. So where did the Starlet fascination come from? Chris explains: 'When I was younger my brother had a Citroen Saxo. That was the car of the time, everyone had one and they were all modified. So that began a natural interest in nippy little hatchbacks. Then a mate bought a Starlet and took me out in it. I was beaming. Saxos handle well but even the fastest versions only have a 1.6-litre naturally-aspirated engine, only the number of valves distinguishes the VTS from the VTR. The Starlet only had a 1.3-litre engine but the turbo made all the difference. It put a smile

on my face, that's for sure!'

That passenger ride eventually led to the purchase of the black car for the bargain price of £1000. However, while that was enough to make him smile, a stock Starlet wasn't going to keep Chris entertained forever. As a bicycle mechanic, Chris is used to tinkering with things. Bikes get modified and uprated in the same way cars do, and soon enough Chris was finding things he wanted to improve and upgrade.

Under the bonnet is a 4E-FTE 1.3-litre turbocharged engine. In standard trim it kicks out just over 130bhp thanks to a little CT9 turbo spinning up to 0.6 bar (9psi). There are several areas for improvement though. From the size of the factory turbo, or more specifically the modest boost level, to the top-

mounted intercooler – there are lots of bits that could be better. It's just a case of finding the room in the small engine bay for any upgrades.

The big turning point came after a visit to Martin Battye at MB Automotive. Regular Japanese Performance readers will be familiar with Martin's monster Nissan Silvia, which we featured on the cover of the mag, powered by an R35 GT-R VR38 engine and sequential gearbox. Martin and Chris planned the engine rebuild together, complete with a list of go-fast goodies. Chris admits: 'We haven't actually done loads of engine mods. What we have done is try to make the engine capable of taking a bit more boost and abuse.'

Chris claims they haven't changed much but all the key

areas have definitely been covered. In reality this meant fitting a set of forged pistons, forged con-rods, a new oil pump and ARP head bolts. Basically allowing the engine to be reliable as the demand on it increases. This also involved re-routing or blocking off the factory breather pipes and directing them towards a large oil catch can with heavy-duty fixings and braided lines. Chris points out that the cylinder head and cams are still stock, however.

The stock CT9 turbo is close to the limit in standard tune, so that needed to be replaced. After considering a few options, it was decided to go for an HKS GT2860 that was intended to be one of a pair mounted to a Nissan Skyline GT-R RB26 engine. The turbo is mounted

'WE'VE BUILT THE MOTOR TO TAKE MORE BOOST AND ABUSE'



on a Racetech exhaust manifold and breathes through a short exhaust that exits out the side of the front bumper. The result is a very happy turbo and one mean exhaust note!

While we're on the subject, that front-end looks cracking, with the open grille and gaping front bumper filled with a larger intercooler. On the ECU side of things, a Link G4 ECU was chosen, mapped by Martin to extract as much power as possible while leaving a margin of safety. The headline figure is 274bhp, which in a lightweight little hatchback is plenty. The turbo spins up to 2 bar (29psi), so the power delivery is punchy and torquey.

Getting that power to the ground is a challenge, though. There's a reason the Nissan engineers made the R35 GT-R

on the heavier side. Light cars with big power have a tendency to spin their wheels, simply because there is less pressure pushing down on the tyres. So Chris has done what he can to make sure all of his hard work doesn't literally go up in smoke.

Firstly he's equipped his lightweight Rota wheels in Goodyer Eagle F1 tyres. While these aren't as trendy as semi-slicks, such as Toyo R888s, they're still a favourite amongst drivers who want performance in all weather conditions. Perhaps more important, however, is the addition of a Cusco plate-type limited-slip differential. Chris explains: 'I bought both the clutch and diff from ID Workz. They had the LSD in their own Starlet race car and I knew it was an important piece of the puzzle.'

In combination with the paddle clutch, the new LSD has transformed how the car drives. Chris adds: 'Gear-changes are much sweeter now and cornering has completely changed. The front-end will bite into the road now and I can tighten my line through a corner, where it wanted to understeer before.' The gearbox remains standard because as Chris says: 'I've broken a driveshaft but never a 'box. It seems to be coping fine for now. It just needs regular oil changes to keep it sweet.'

If you're involved in the Starlet scene and haven't seen this car at any shows, you haven't missed it. Chris finished the rebuild in time for last summer but so far he hasn't taken it to any shows. He laughs, 'It's my weekend car,

something to go out and scare myself in.' He can't be that afraid of it though, because there are plans for even more power in the pipeline.

'I'd like to build a 5E engine for it,' admits Chris. That's a 1.5-litre (1497cc) engine fitted to the Toyota Paseo, compared to the Starlet's 1331cc 4E. As the saying goes, there's no replacement for displacement. Well, there is, and it's called turbo boost. But Chris already has that, so with lots of boost and a larger engine, the scenery out of the passenger window will get a whole lot more blurry, a whole lot faster! It may be small, but it's perfectly formed, and if you bump into this Liquid Yellow GT Turbo on the street, be warned. This is one pocket rocket that might just blow you away. **JP**

'I KNEW THAT HAVING A LIMITED SLIP DIFF WOULD BE AN IMPORTANT PIECE OF THE PUZZLE'



WHO IS TOM ANYWAY?
AS YOU CAN IMAGINE THAT GAPPING FRONT BUMPER AND HUGE REAR WING ARE NOT STANDARD GT TURBO BITS. CHRIS SOURCED ALL THE AERO BITS FROM ID WORKZ IN HUDDERSFIELD. UP FRONT THERE'S A TOMS BUMPER, COMPLEMENTED BY TOMS REAR BUMPER SPATS. WHILE THAT LARGE REAR SPOILER IS A LIVESPORT JOBBIE. INCIDENTALLY, THERE IS NO TOM. TOMS STANDS FOR TACHI OIWA MOTOSPORT, A RACE TEAM FOUNDED IN THE '70S THAT SPECIALISED IN RACING TOYOTAS. SO NOW YOU KNOW

DRIFTBITZ

THROUGHOUT THE BUILD CHRIS HAS CALLED ON DRIFTBITZ FOR THEIR EXPERTISE. THEY EQUIPPED THE CAR WITH AN OIL COOLER AND ALIGNED THE SUSPENSION FOR CHRIS TO GO OUT AND USE THE CAR PROPERLY. THEY ALSO REFURBISHED THE ROTA WHEELS, WHICH CHRIS BOUGHT OFF EBAY. THEY WERE ORIGINALLY BLACK WITH A SILVER LIP, AND IN POOR CONDITION. SO DRIFTBITZ SHOWED THEM SOME LOVE AND RESPRAYED THEM IN GLOSS BLACK

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CHRIS HAS UTILISED A CUSCO LIMITED SLIP DIFFERENTIAL TO PUT THE STARLET'S POWER TO THE TARMAC AND IT WORKS A TREAT, ESPECIALLY CONSIDERING THE CAR IS SO LIGHT. CUSCO IS A TOP JAP BRAND AND IS AVAILABLE THROUGH OFFICIAL UK AND EUROPEAN DISTRIBUTORS CO-ORDSPORT, WHO HAS BEEN SUPPLYING THE BEST NAMES IN JAPANESE TUNING FOR OVER 20-YEARS AND HAVE EXTENSIVE KNOWLEDGE OF BOTH FAST ROAD TUNING AND MOTORSPORT
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TECHSPEC

ENGINE

1.3-litre, 4-cyl, 16v, 4E-FTE, Link G4 ECU mapped by MB Automotive, forged pistons, forged con-rods, 1.2mm head gasket, ARP head bolts, HKS GT2860-7 turbo mounted on Racetech tubular manifold, custom front side-exit exhaust system, Mazda RX-7 fuel injectors, Vauxhall Corsa coilpacks, Tegiwa engine damper, front-mounted intercooler, aluminium radiator designed for Honda Civic, large oil catch tank, Powerflex engine mounts

POWER:

274bhp @ 2 bar (29psi)

TRANSMISSION

5-speed manual OE gearbox, ID Workz Stage 4 racing clutch, Cusco plate-type limited slip differential

BRAKES

Corolla AE82 2-pot brake conversion at the front and stock rears

SUSPENSION

BC Racing coilovers, Whiteline rear anti-roll bar, Powerflex front suspension arm bushes, Powerflex rear axle bushes

WHEELS & TYRES

7.5x16in Rota wheels with 205/45/16 Goodyear Eagle F1 tyres all round

INTERIOR

Suzuki Ignis Sport Recaro seats, AEM air/fuel ratio gauge, oil pressure gauge, boost pressure gauge, stripped-out rear

EXTERIOR

TOMs front bumper, TOMs rear spats, Livesport rear spoiler, resprayed in Renault Clio 197 Liquid Yellow

CONTACTS

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HKS Racing Suction Kit (includes alloy intake pipe)	£365.00

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit	£150.00
These are the very best springs you can buy for the FN2. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides. Call us for full fitted prices.	
EIBACH Pro-Kit -15mm lowering spring kit	£159.00
All the advantages of our -30mm kits but with less lowering!	
EIBACH Front adjustable camber bolts (essential on lowered cars)	£25.00
EIBACH Rear camber & toe shims (to get the very best handling)	(each) £8.50
KW Variant 1 coil-over suspension kit (fully adjustable ride height)	£879.00
KW Variant 2 coil-over suspension kit (fully adjustable height & rebound)	£1,069.00
KW Variant 3 coil-over suspension kit (fully adjustable height, bump & rebound)	£1,379.00
TEIN S-Tech lowering spring kit (Front -15mm Rear -20mm)	£228.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping)	£1,080.00
EIBACH 1.5mm Pro-Spacer kit (improves looks, steering feel & high speed stability)	£108.00
ABP Stage 1 Fast Road suspension geometry set-up (including camber bolts)	£135.00

This set up in ABP's workshop improves the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.

ABP Stage 2 Fast Road suspension geometry set-up (including bolts & rear shims)	£224.00
---------------------------------------------------------------------------------------	---------

As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.

BRAKES

STOPTECH Fast Road Front brake pads	(set) £49.00
STOPTECH Front Stop Grooved brake discs	(pair) £190.00
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POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
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STOPTECH Touring 300mm 4-POT Brake conversion kit*	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot calliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
STOPTECH BBK 328mm Brake caliper conversion kit*	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. Choice of Black or Red calipers	
*EIBACH 15mm Pro-Spacer kit (required to fit Stoptech brake kits behind OE Honda wheels)	£108.00
FERODO DS2500 Front high performance brake pads	£99.50
FERODO DS2500 Rear high performance brake pads	£92.50
EBC Red Ceramic Front high performance brake pads	£87.00
EBC Red Ceramic Rear high performance brake pads	£54.00
EBC Turbo Groove drilled & grooved front brake discs	(pair) £245.00
TAROX G88 40-Groove high performance front brake discs	(pair) £217.00
GOODRIDGE Stainless steel 6-line brake hose kit (including distribution blocks)	£175.00
MOTUL RBF600 High performance brake fluid (1/2 L)	£15.50
FOLIATEC Caliper paint kit (various colours)	£24.90

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

OTHER ITEMS

HKS Iridium spark plugs (set 4)	£82.00
PIAA Headlight bulb upgrade kits (Set of 6 bulbs - sidelight, dip & main beam)	from £95.00
YOKOHAMA 225/40X17 PARADA Spec 2 tyre	£125.00
YOKOHAMA 225/40X17 ADVAN NEOVA AD08 tyre (ultimate track day tyre)	£169.00
YOKOHAMA 225/35X19 Advan Sport OE tyre	£215.00

SERVICING FOR FN2 & EP3 TYPE R

ABP offer a full range of servicing to HONDA specification which will not effect the manufacturer's warranty.	
12 month / 12,500 mile service to HONDA spec including all parts & Labour	£119.00
24 month / 25,000 mile service to HONDA spec including all parts & Labour	£198.40
36 month / 37,500 mile service to HONDA spec including all parts & Labour	£154.00
48 month / 50,000 mile service to HONDA spec including all parts & Labour	£198.40
60 month / 62,500 mile service to HONDA spec including all parts & Labour	£119.00
72 month / 75,000 mile service to HONDA spec including all parts & Labour	£285.00

All of our services include MOTUL fully synthetic oil, Honda oil & air filters & NGK spark plugs. Cars are serviced to exact HONDA specification and service books are stamped maintaining the warranty. If cars are fitted with performance air filters above prices will be reduced accordingly.



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- Large parking facilities
- Passionate staff
- Fast mail order
- 1st class customer service
- Excellent product availability
- Competitive prices

Please phone if your car is not listed, as only a small range of our parts are listed

- Mail Order • Retail Tuning Shop
- Workshop Fitting Service • MOT
- Servicing • Repairs & Tuning

HONDA Civic Type R EP3

ABP purchased an EP3 Type R back in 2001 with the sole aim of developing a full range of tuning parts. We offer exclusive ranges of suspension, brake and performance parts that we believe are the very best available. 10 years on the EP3 is still a great car and more affordable than ever so with a few choice mods the tuning world is your oyster....

EXHAUSTS

PIPER ABP exclusive Single-box cat-back stainless steel exhaust system.....	£349.00
These exclusive to ABP Piper single silencer systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains.	
PIPER Twin-box cat-back stainless steel exhaust system As above but with 2 silencers – same power with less sound!	£399.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£498.00

PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat

£678.00

Independent rolling road tests show an incredible increase of +22BHP using a PIPER manifold, de-cat and exhaust system on the EP3 Type R!



ALL PRICES INCLUDE VAT



HONDA Civic Type R EP3

ABP purchased an EP3 Type R back in 2001 with the sole aim of developing a full range of tuning parts. We offer exclusive ranges of suspension, brake and performance parts that we believe are the very best available. 10 years on the EP3 is still a great car and more affordable than ever so with a few choice mods the tuning world is your oyster....

EXHAUSTS

DC SPORTS Stainless steel SCS cat-back exhaust system (4" round tip)	£430.00
DC SPORTS Stainless steel SHORTY exhaust manifold (uses original cat)	£375.00
DC SPORTS Stainless steel RACE exhaust manifold (removes catalyst)	£395.00

All DC Sports items are beautifully crafted in polished stainless steel and offer fantastic looks and power gains.

The SCS system comes with a removable silencing baffle ideal for track days.

O2 simulator (removes ECU light with race manifold fitted)

£70.50

HKS Hi Power 409 cat-back exhaust system (120mm angled tailpipe)

£471.90

Stunning JAP style exhaust system with removable silencing baffle and polished 120mm tailpipe

SUPERSLOT Stainless Steel straight through B-pipe

£204.00

ENERGY SUSPENSION Up-rated engine mount insert bush kit

£26.00

Essential when using any modified exhaust manifold. These also aid traction & prevent wheel hop.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty)	£49.00
K&N 571 Air filter kit	£109.00
K&N Typhoon air filter induction kit (wrinkle red finish intake pipe)	£150.00
AEM CAI Cold Air Induction kit (filter relocated behind front bumper) +15BHP	£245.00
AEM V2 Air Filter Induction kit (Unique dual plenum intake pipe) +18BHP	£265.00

PIPERCROSS VENOM Sports air filter kit (fully enclosed air box system)

£175.00

Intake kits make a massive difference to the EP3 R offering anything up-to +18BHP power gains.

Choosing the right combination of exhaust system and filter kit can add up-to +25 BHP power improvements!

SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit	£150.00
These are the very best springs you can buy for the EP3. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides.	
EIBACH Pro-Kit -15mm lowering spring kit - All the advantages of our -30mm kits but with less lowering!	£159.00
All the advantages of our -30mm kits but with less lowering!	
EIBACH Front adjustable camber bolts (essential on lowered cars)	£25.00

EIBACH Rear fully adjustable camber arms (to get the very best handling)

(pair) £135.00

BILSTEIN B4 Shock absorber kit (front & rear shocks)

(set 4) £385.00

BILSTEIN B8 Sports up-rated shock absorber kit (front & rear shocks)

(set 4) £655.00

BILSTEIN are arguably the Worlds best shock absorbers, developed on the Nurburgring they offer fantastic chassis control without the extremes of coil-over setups. Simply the best real World suspension solution.

TEIN S-Tech lowering spring kit -20mm

£228.00

TEIN BASIC coil over suspension kit (adjustable height only)

£708.00

TEIN Superstreet coil over kit (adjustable height & damping)

£804.00

TEIN Superstreet coil over kit with upper mounts (adjustable height & damping)

£1,080.00

EIBACH 1.5mm Pro-Spacer kit (improves looks, steering feel & high speed stability)

£108.00

JDM Rear Anti Roll Bar (including bushes)

£102.50

E-TECH front polished alloy strut brace

£87.50

E-TECH front wide-bore lightweight alloy strut brace

£170.00

ABP Fast Road suspension geometry set-up (including front camber bolts)

£155.00

This set up in ABP's workshop improves the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE

BRAKES

STOPTECH Fast Road Front brake pads (set)	£49.00
STOPTECH Fast Road Rear brake pads (set)	£38.00
STOPTECH Front Stop Grooved brake discs (pair)	£190.00
STOPTECH Rear Sport Stop Grooved brake discs (pair)	£140.00
POWERSLOT Front 350mm Big-disc conversion kit	£355.00

Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.

STOPTECH Touring 300mm 4-POT Brake conversion kit*

£995.00

New these budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot calliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!

STOPTECH 15mm Pro-Spacer kit* (required to fit touring behind OE Honda wheels)

£108.00

STOPTECH BBK 328mm Brake caliper conversion kit

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The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. This kit fits behind the original Honda 17" alloy. Choice of Red or Black calipers.

FERODO DS250

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NEXT DAY DELIVERY

PHONE TODAY FOR NEXT DAY DELIVERY* or WHY NOT CALL INTO OUR SHOWROOM TO COLLECT OR LET US FIT THE PARTS FOR YOU IN OUR FULLY EQUIPPED ON-SITE WORKSHOP

* Orders must be placed before noon and are only available on stock items (excluding Sunday). Please phone for postage prices on your order.

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Orders can be placed by phone with a credit/debit card for immediate despatch. Postal orders and cash are also acceptable. At ABP full security checks are made to ensure the validity of the credit card holder. All attempted credit card frauds are reported to the police.

www.abpmotorsport.co.uk

~ ALL PRICES INCLUDE VAT ~

We reserve the right to change prices in accordance with certain manufacturers. Rights of cancellation details supplied. Prices are correct at time of going to print. E&OE.



ABP are an official UK importer of STOPTECH brakes and offer the full range of high performance brake pads, brake discs and the AWESOME caliper conversion kits. Used extensively in Time Attack series cars these kits are reported to be the best available. Full range of 4 & 6 pot kits available for most Japanese cars please call for prices to make your car STOP!

STOPTECH high performance brake pads	from £38
EVO 5-9 & Impreza STi FRONT & REAR brake pad set	£118
STOPTECH High performance grooved brake discs	from £140
Mitsubishi EVO 5-9 Front grooved brake discs	£225
Mitsubishi EVO 5-9 Rear grooved brake discs	£195
Honda Civic Type R FRONT & REAR grooved disc kit	£30
STOPTECH Big Brake Caliper conversion kits	from £995
Honda Civic Type R EP3 & FN2 Touring kit (300mm)	£995
Honda Civic Type R EP3 & FN2 (4-pot 328mm)	£1,450
Mitsubishi EVO 7-10 (4-pot & 6-pot kits)	from £1,550
Nissan Skyline R32, 33, 34 (4-pot & 6-pot kits)	from £1,550

Full range available for Honda, Lexus, Mazda, Nissan, Subaru & Toyota



AEM offer the very best intake kits for your Japanese car. AEM lead the way in air filter technology and now use the revolutionary DRYFLOW filter units. ABP are an official AEM importer dealing directly with the manufacturer!

• Massive Range stocked • Excellent power gains • Call for prices

Cold Air Intake Kits

Honda Integra Type R DC2	£269.00
Honda Integra Type R DC5	£255.00
Subaru Impreza STi (2001 on)	£262.00
Subaru Impreza Inc STi (2008 on) +30BHP	£255.00
Mazda MX5 (2006 on)	£275.00
Mitsubishi EVO 10 +16BHP	£275.00
Short Ram Intake Kits	
Mitsubishi EVO 7, 8 (inc. heat shield)	£235.00
Nissan 350Z (inc. heat shield)	£315.00
Subaru Impreza Inc STi (2001 on)	£169.00
V2 Dual Plenum Air Intake Kits	
Honda S2000	£275.00
Honda Civic Type R EP3 & DC5 Integra	£265.00



ABP are official importers UK importers of DC Sports products direct from the USA.

Products include ceramic coated & stainless steel exhaust manifolds and stainless steel exhaust systems.

DC Sports Exhaust Manifolds	
Honda Civic Type R EP3 Stainless Steel Race manifold - (These fully polished manifolds also remove the catalyst)	£395.00
Nissan 350Z Ceramic Coated tubular sports manifolds (pair)	£475.00
Mitsubishi EVO 5-9 Large Bore Stainless Steel Race Manifold	£399.00
DC Sports SCS Stainless Steel Exhaust Systems	
Honda Integra Type R DC2	£399.00
Honda Integra Type R DC5	£430.00
Honda Civic Type R EP3 (inc. removable baffle)	£430.00
Mitsubishi EVO 7, 8 ...	£449.00
Nissan 350Z (Sounds like a 911 Race car!)	£699.00
Subaru Impreza (2002 on) inc. STi & WRX	£425.00

FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE



EIBACH produce the Worlds finest springs with quality second to none. Not only do they improve the looks of the car but they also offer better handling with improved ride quality. ABP offer the full range of EIBACH suspension products available including lowering spring kits, suspension kits, alignment products and wheel spacer kits. PLEASE CALL



ABP can supply and fit the full range of HKS tuning products from Japan. HKS offer some of the finest quality tuning parts available in the World. Products available include sports air filter kits, sequential dump valve kits, iridium spark plugs, exhaust systems, intercoolers, boost controllers, suspension, cams, electronics and more. PLEASE CALL



ABP stock the full range of PIAA products including bulbs, silicon wiper blades, lamps and vision products. PIAA produce a massive range of lighting products to suit all applications and they are used extensively in motorsport throughout the World. Don't confuse PIAA bulbs with the cheaper brands out there as PIAA are the BEST.

• LED SideLight bulbs from £24.50 • Headlight bulbs from £35.00 • Silicon wipers from £21.50



We offer the full range of TEIN suspension to suit all needs & budgets. TEIN offer kits to suit road, track day, drift or competition use. Choose from a lowering spring kit to a fully adjustable coil over kit with adjustable alloy top mounts. Kits available for Honda, Lexus, Mazda, Mitsubishi, Nissan, Subaru & Toyota.

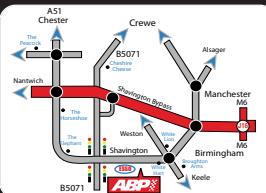
• Lowering Springs from £155 • Coil-Over Kits from £660



Tarox G88 40-Groove brake discs offer awesome braking performance under the most extreme conditions. Unique heat treatment process makes these one of the strongest discs available. Full range of uprated brake discs, pads and big caliper conversion kits available for most Japanese cars. PLEASE CALL

Fast Road brake pads from £49.00
G88 40 Groove brake discs from £159.00
TAROX big brake caliper kits from £1,250

How to find us



ABP Motorsport
416 Newcastle Road, Shavington,
Crewe, Cheshire CW5 2EB
Fax 01270 568177
sales@abpmotorsport.co.uk

Opening Hours
Mon-Fri 8.30am - 6.00pm
Sat 9.00am - 3.00pm

WORKSHOP FITTING SERVICE

Our fully equipped modern workshop allows us to carry out a full range of servicing, maintenance & performance modifications in-house. Staffed by fully qualified enthusiastic technicians trained to the highest standards we are able to skilfully fit, set-up, tune and optimise any modifications to get the best out of your car – This is our passion! From regular manufacturer spec servicing, MOT testing, performance tuning & chassis development to full on track day preparation we can offer the complete service.



ABP's workshop carries Cheshire County Council Trading Standards approval assuring you of the highest quality and 1st class customer service. ABP achieved Trading Standards first perfect 100% mystery shop result in August 2010.

ABP were awarded CAT magazines coveted title of National Garage of the Year in both 2010 and 2011. An award we all take very seriously and testament to our very high standards.

- Performance Parts Installation
- Manufacturer Spec Servicing
- Suspension Fitting Specialists
- Wheel alignment & Suspension Geometry
- Maintenance & Repairs
- MOT Testing Station
- Customer Supplied Parts Fitted
- Clutch fitting
- Cam / Timing Belts Replaced
- Fully Skilled & Experienced Staff
- Trading Standards Approved
- National CAT Garage of the Year 2010 & 2011



SERVICING AND MAINTENANCE

We offer a full servicing & maintenance service to our customers. ABP Service all cars to manufacturer specification therefore maintaining warranties & correct service history!

The advantages our service gives you over & above the dealers (or dealers!) are:

- Enthusiastic passionate staff
- Guaranteed level of personal service
- Full range of services including modifications
- Competitive Labour prices
- All makes / models worked on
- No problems with imports
- One-Stop tuning shop

Full range of servicing / maintenance available including timing belts, clutches, brakes, suspension & steering work. Please phone with your exact requirements and we will be happy to advise and give competitive prices.

WHEEL ALIGNMENT & SUSPENSION GEOMETRY

- Vague Steering?
- Steering wheel miss-aligned?
- Excessive or uneven tyre wear?
- General poor handling?



Lots of Japanese cars have fully adjustable wheel alignment, castor adjustment & camber adjustment both front and rear. Manufacturer's geometry specifications allow for very generous tolerances which can lead to poor handling, excessive tyre wear, vague steering feel and even reduced MPG!

ABP can 'blueprint' your suspension geometry settings allowing you to benefit from maximum steering response & improved grip along with improved tyre life and increased economy. We have the latest computerised 4-wheel alignment equipment and are able to optimise the geometry settings on your car.

ABP can also offer unique FAST ROAD settings for many cars offering improved handling and turn in by introducing more extreme alignment practices. We can also set your geometry up to your own individual spec for track use or drifting etc.

Please phone for exact prices on your car & prepare to feel the differences immediately.

Examples

Full suspension 4-wheel alignment check and report (no adjustment)	£55.00
Front Wheel Alignment check & adjust	from £35.00
Front & Rear Wheel Alignment check & reset	from £75.00
Subaru Impreza Turbo / STi / WRX & Mitsubishi EVO 5-10	£135.00

Check and reset front & rear Wheel Alignment & Camber angles to Fast Road spec
HONDA S2000 Check and reset front & rear Wheel Alignment; Camber and Castor angles to Fast Road or Honda spec...£140.00
Honda Civic Type R EP3 ABP Fast Road suspension geometry set-up (Including front camber bolts) £15.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front & rear Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling and reduced tyre wear!

Honda Civic Type R FN2 ABP Stage 1 Fast Road suspension geometry set-up (Including camber bolts) £135.00

This set up includes supplying & fitting adjustable front camber bolts, reset the front Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling.

Honda Civic Type R FN2 ABP Stage 2 Fast Road suspension geometry set-up (Including bolts & rear shim kit) £224.00

As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.

SUSPENSION AND LOWERING

ABP can provide various levels of suspension tuning for all Japanese vehicles. We offer a full fitting service on over 7 manufacturers lowering spring options, numerous sports shock absorbers and many complete adjustable suspension kits including fully adjustable coil-over kits.

Spring kits available from EIBACH, TEIN, SPAX, H&R, GMAX, KW and PI

Shock Absorbers available from KONI, BILSTEIN, KW, SPAX and EIBACH

Suspension kits available from EIBACH, KONI, BILSTEIN, TEIN, KW, H&R, SPAX & GMAX

Lowering spring kits supplied & fitted from £295.00

Sports suspension kits supplied & fitted from £445.00

Fully adjustable coil-over suspension kits supplied & fitted from £820.00

Phone ABP for a price on either lowering or making your car 'Really Handle'

FITTING PRICES

ABP can fit all of the parts that we sell and we are also happy to fit customer provided parts in our workshop.

Here are some general fitting prices for our workshop:

Sports exhaust systems fitting	from £55.00
Performance air filter induction kits fitting	from £55.00
Brake discs & pads fitting	from £82.50
Clutch kits fitting	from £165.00
Big Brake conversion kits fitting	from £110.00
Suspension kit fitting	from £165.00

Please phone ABP's workshop on 01270 567177 for accurate prices on fitting parts to your car or to arrange a workshop booking time.

ALL CARS CATERED FOR – PLEASE CALL

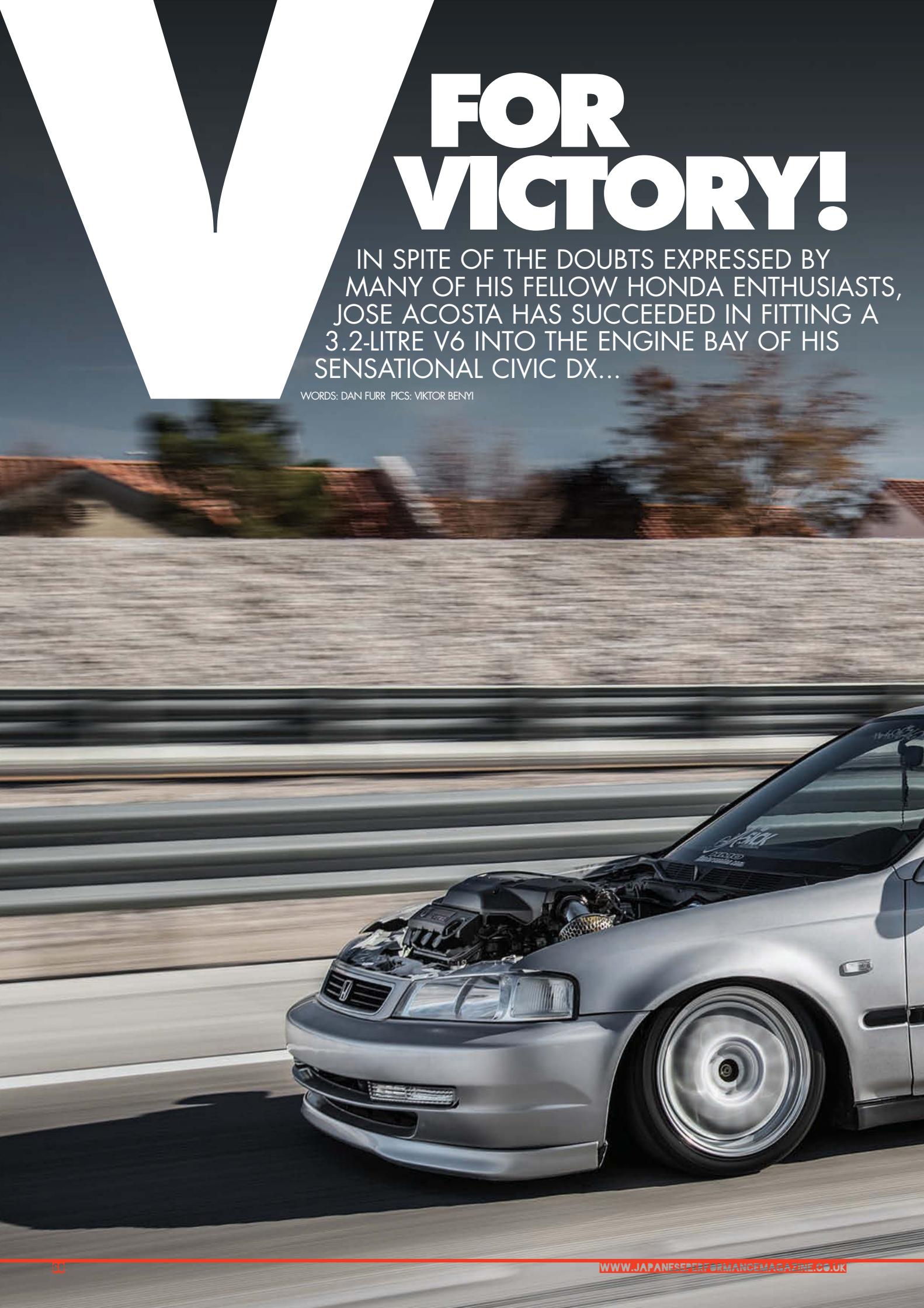
PLEASE CALL TODAY FOR PRICES/INFORMATION ON ALL THE ABOVE PRODUCTS

All labour prices do not allow for seized, broken or damaged components on your car.

FOR VICTORY!

IN SPITE OF THE DOUBTS EXPRESSED BY MANY OF HIS FELLOW HONDA ENTHUSIASTS, JOSE ACOSTA HAS SUCCEEDED IN FITTING A 3.2-LITRE V6 INTO THE ENGINE BAY OF HIS SENSATIONAL CIVIC DX...

WORDS: DAN FURR PICS: VIKTOR BENYI



When it comes to modifying cars, there's little as satisfying as finishing a project after being told by all and sundry that it simply couldn't be done. With that in mind, it should come as no surprise to learn that Arizona dweller, Jose Acosta, has a grin stretching from ear-to-ear following the successful completion of an apparently impossible 3.2-litre V6 engine and transmission drop into his stunning 1996 Honda Civic DX (a model also known as the EJ6 hatchback).

'Despite my job as a vehicle technician at a Ford dealership, I've owned Civics for as long as I have been able to drive,' explains the 24-year-old petrolhead. 'My first car was a 1997 EX coupé. I was quick to upgrade its factory powerplant with the engine and gearbox from a JDM Integra DC2 Type-R, and I added USDM Civic Si wheels and Evo VIII Recaro recliners as soon as the donor lump was fully operational,' he adds.

A succession of Civics of all shapes and colours would find





themselves parked up on the Acosta driveway after Jose's initial foray into Honda ownership, culminating in the welcome arrival of a sixth-generation DX hatchback as 2010 drew to a close. Owned by an elderly gentleman from

the job without too much effort. Unfortunately, there was little documentation to work with, and it became apparent that my plan of action wasn't going to be as straightforward as I had hoped. Down but not out, I decided to fit the B16A engine

was no getting away from the fact that a six-shooter would deliver a massively improved torque figure over any of the four-pots that had found their way into the silver stunner's engine bay.

As luck would have it,

- a special edition that wowed customers with its silky smooth SOHC 3.2-litre VTEC V6, its six-speed manual gearbox and its helical limited-slip differential. Producing 262bhp and 232lb ft of torque in its factory state of tune, it was a model that ticked

'IT BECAME APPARENT THAT MY PLAN OF ACTION WASN'T GOING TO BE EASY AT ALL'

new, the stock-specification car was in immaculate condition and presented the perfect platform for an ambitious automotive project.

'I'd always liked the idea of installing a high-displacement V6 engine beneath the bonnet of a '90s Civic,' continues Jose. 'There are many interchangeable parts between Honda models, and I figured that I should have been able to find all of the items required for

out of a Civic EF9 while I researched the best route to six-cylinder power,' he says.

The near-160bhp 1.6-litre B-series might have been packing more ponies than the DX's earlier D16Y7 unit, but the car continued to feel underpowered, leading Jose to ditch the new engine in favour of a B16B lifted from a JDM Civic EK9 Type-R. His hot hatch was now capable of a respectable 185bhp, but there

Southern California's leading Honda breaker, H-Motors Online, had taken delivery of a 2003 Acura CL Type-S. Acura is the North American Honda brand that introduced the mighty NSX to Stateside customers in the early 1990s, and the CL is a cool coupé that was built exclusively at the manufacturer's Ohio plant for the US domestic market. From 2002, the Type-S variant was received into dealer showrooms

all the right boxes as far as Jose's project was concerned.

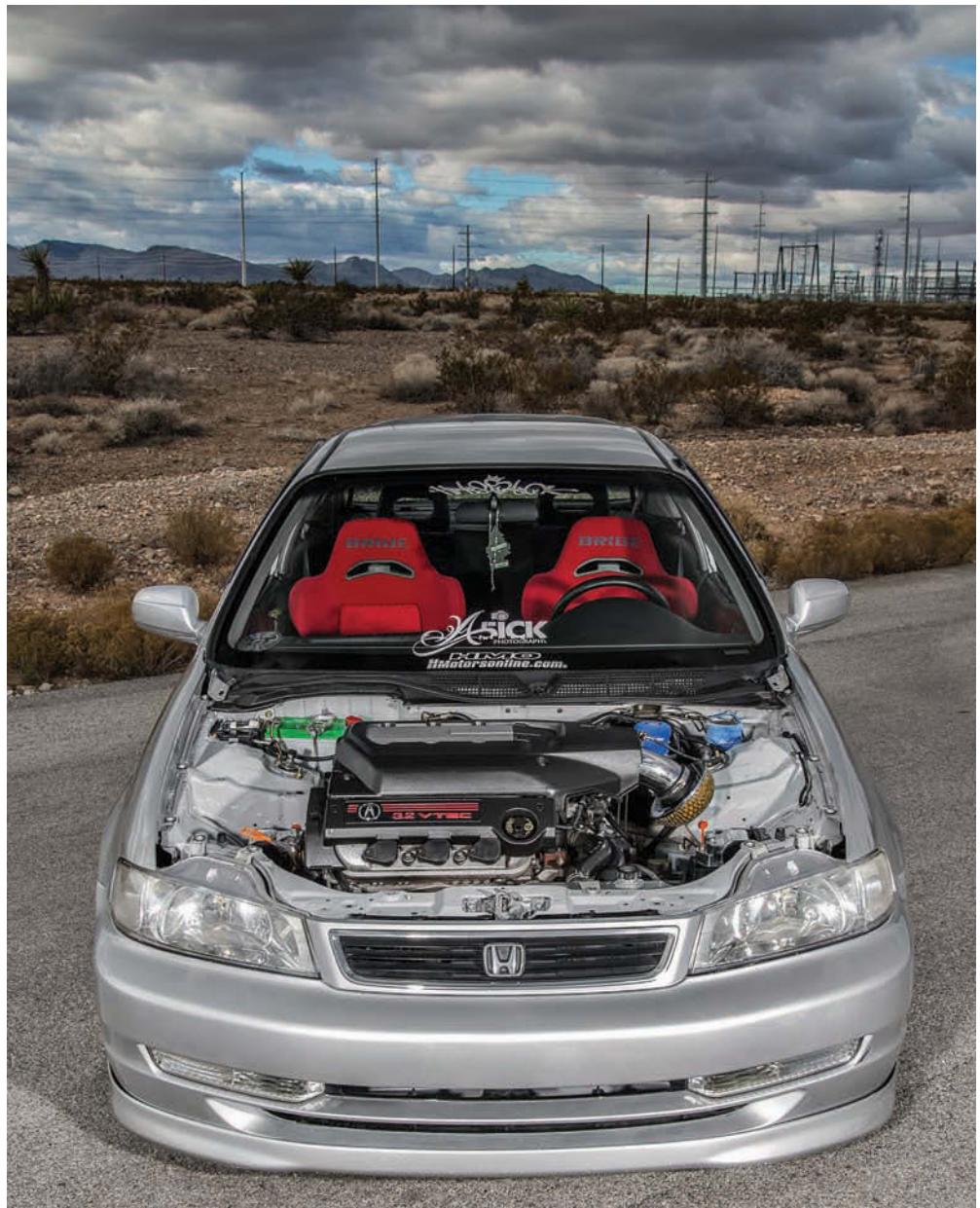
'I relieved the redundant Type-S of its J32A2 engine and its close-ratio transmission, and I bought Hasport Performance mounts and strengthened driveshafts before attempting to fit the bulky powertrain into the tight confines of my Civic's engine bay,' he tells us. 'To be honest, I was surprised at how tall the V6 is, and it became clear that there was no way that

WHAT'S IN A NAME?
ACURA IS A MARQUE LAUNCHED BY HONDA IN THE MID-1980S THAT WAS DESIGNED TO ASSIST THE JAPANESE CARMAKER IN ITS EFFORTS TO CREATE A DENT IN THE NORTH AMERICAN LUXURY VEHICLE SECTOR. FACTORY BOSSES REASONED THAT THE PERCEPTION OF HONDA AS AN 'EVERY DAY' MOTOR PRODUCER MIGHT BE DETRIMENTAL TO SALES OF THE OUTPUT OF ITS LUXURY CAR DIVISION (A PART OF THE BUSINESS RESPONSIBLE FOR THE LEGENDARY NSX), THUS ACURA WAS BORN. CRAFTY BADGE ENGINEERING PROVED TO BE A SHREWD MOVE; RECOGNISING THE SUCCESS OF THE VENTURE, TOYOTA FOLLOWED SOON AFTER WITH ITS LEXUS BRAND. ACURA HAS SINCE BEEN INTRODUCED TO MANY NON-EUROPEAN COUNTRIES, NOTABLY ITS RECENT ROLL-OUT IN RUSSIA



it would allow the car's bonnet to close after installation. To cut a long story short, I ended up removing the panel altogether! That said, I'm currently trying to work out how to reinstate it. Early indications suggest that I'm likely to be chopping a huge amount of metal out of its centre in order to produce a hole big enough for the top of the engine to poke through!' he laughs. 'But for now it still looks pretty cool running with no bonnet at all, and as I live in Arizona, it's not like the motor's going to get wet is it!'

The wiring wizards at automotive electronics firm, RPM Systems of New York, provided a plug-and-play harness for the DX that saw its newly-appointed guts fire up without issue. A Mishimoto dual core radiator and a slimline fan take care of coolant operating temperatures, while a mushroom-style air filter, a polished intake pipe and a custom exhaust system satisfy





CIVIC DUTY

THE FIRST HONDA CIVIC DEBUTED IN 1972. IT WAS HEAVILY INFLUENCED BY THE MECHANICAL CONSTRUCTION OF THE CLASSIC MINI, AND IT WAS CELEBRATED FOR ITS FUEL EFFICIENCY, RELIABILITY AND ITS PRACTICAL – IF SOMEWHAT COMPACT – DESIGN. IN RECENT YEARS, HOWEVER, THE TYPE R BADGE HAS FORGED A REPUTATION FOR MODERN CIVICS AS CARS CAPABLE OF DELIVERING PERFORMANCE AND SPORTINESS IN ABUNDANCE, AND THE SHEER NUMBER OF SPECIAL EDITIONS, BODY SHAPES AND ENGINE CONFIGURATIONS AVAILABLE HAS RESULTED IN LOFTY SALES FIGURES WORLDWIDE. AS IF TO PROVE THE POINT, THE HONDA CIVIC WAS THE BEST SELLING CAR IN CANADA FOR FOURTEEN YEARS RUNNING UP UNTIL 2012!



the V6's airflow requirements.

When it comes to this superb Civic's exterior, the missing bonnet isn't its only striking feature. Dipping into the Honda parts bin once again, Jose stripped a late Acura Domani and replaced the nose of his car with the sleek saloon's front end. 'With regard to its shape, the Domani is very similar to my DX, even if it does feature a couple of extra doors and a boot! Nevertheless, many of its styling components are easily transferable, and even its wings will fit without any modification,' he says.

Providing the Civic with the Domani's bumper, grille, headlights and wings has utterly transformed the appearance of the car, particularly since they have been joined by the lower lip of a 2000 Civic Si. Painted white 16in Sprint Hart multi-spokes, an EK4 rear bumper, clear indicators and a Spoon spoiler also add nice design touches, while FN2 electric folding mirrors and EK9 Type-R rear lights leave us struggling to think of many editions of the Civic that haven't donated parts to the project!

The car's cabin is another





collection of assorted Honda paraphernalia, with Si cup holders, a carbon-wrapped EG3 VTi armrest and more EK9 joy in the form of bright red carpets and Type R gauges nestled in a Euro-spec dashboard.

Additionally, Bride Ergo II bucket seats, a Momo steering wheel and a K-Tuned short shifter serve to provide yet more race-ready character to Jose's outstanding and raucous ride.

Extra weight at the front of the car as a consequence of fitting the V6 was always likely to leave

Integra DC2 Type R brakes have been added in a bid to improve stopping power, and Jose reports that the car has performed faultlessly since returning to active duty as his daily driver. 'The most satisfying part of the build is that the engine and transmission operate perfectly after so many of my peers told me that getting the parts up and running was a near-impossibility. I don't mind telling you that the very same people that doubted me are now singing my praises, and many of them

Of course, I don't think that I'll be able to hammer about with a massive turbo while the engine continues to make use of stock internals, but I should be able to get away with low levels of boost,' he reasons.

At the time of writing, he remains tight-lipped over his preferred choice of turbocharger, but due to the Japanese brand's previous aversion to forced induction – although the new Civic Type R has changed all that – unlike the majority of the car that utilises borrowed parts from

'I WANT TO ADD FORCED INDUCTION IN THE FUTURE, TOO'

its backside in the air, so Jose saw fit to call upon a set of A'PEXi N1 fully adjustable dampers and springs which have since been shoved into each corner in an effort to restore balance, while further suspension upgrades include chassis stiffening courtesy of an ASR subframe brace, a Beaks rear tie bar, uprated anti-roll bars and Blox rear lower control arms.

have been inspired enough to have a go at trying something similar!' he beams.

Such a drastic U-turn from those who were quick to discredit Jose's ideas has filled our hero with confidence. 'I'm starting to map out the next stage of my Civic's evolution. The likelihood is a switch to forced induction, although I intend to keep the J32A2 as the car's base motor.

other models in the Honda family, it's likely that whatever he does turbo-wise it will have to be a custom job. Either way, this delightful DX is a fantastic example of triumph in the face of adversity, and it's a brilliant achievement from a man who stuck to his guns in spite of the scepticism of an army of disbelievers. Now, that's what we call a victory! JP

ENGINE

3.2-litre J32A2 SOHC VTEC V6, Acura CL Type-S ECU, RPM Systems J-Swap wiring harness, Hasport Performance engine mounts, Mishimoto dual-core radiator, slimline fan, mushroom air filter and polished air intake pipe, Spoon reservoir socks, slimline battery, custom exhaust system

PERFORMANCE

262bhp, 232lb ft of torque

TRANSMISSION

Acura CL Type-S close-ratio six-speed manual gearbox, helical limited-slip differential, OE clutch and pressure plate, Hasport Performance strengthened driveshafts, K-Tuned short shifter

SUSPENSION

A'PEXi N1 fully adjustable dampers, ASR subframe brace, Blox rear lower control arms, Civic Si front and rear anti-roll bars, Beaks lower subframe tie bar

BRAKES

Integra DC2 Type-R brakes all round, performance discs and pads

WHEELS & TYRES

7x16in Sprint Hart 'Dunlop Formula' CP-R wheels with white multi-spokes and polished outer edges, polished wheel nuts, 195/40/16 profile tyres

EXTERIOR

Original New Vogue Silver Metallic paintwork, custom detachable bonnet, Honda Domani front-end (wings, lights, bumper, grille), 2000 Civic Si front splitter, Spoon spoiler, Civic FN2 Type R electric folding mirrors, Civic EK4 Si-R rear bumper, Civic EK9 Type R rear lights, clear indicators and side repeaters

INTERIOR

Bride Ergo II seats, EDM dashboard, Civic EK9 Type-R carpets and gauges, Spoon gear knob, debadged Momo steering wheel and quick release boss, carbon-wrapped Civic EG3 VTi armrest, 2000 Civic Si cup holders, Kenwood CD headunit

THANKS

First and foremost, thanks to my mother, who has always taught me to try and excel in everything that I do. Thanks must also go to Andrew Blackhat, Erik Leon and John Verdugo for helping me with the J-Series motor. A huge shout out to my girlfriend, Brenda Meza, for her support throughout the project, and to my nephew, Leo Rodriguez, for helping out whenever asked. Last, but not least, thanks to Steve at Hmotorsonline.com

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LOVE IS IN THE AIR

WITH 330BHP ON TAP AND KITTED OUT WITH AIR SUSPENSION, SAMMY HOUSDEN AND SIM HARRATT'S SUBARU IMPREZA IS A LOVE AFFAIR THAT'S TURNING HEADS AND SPLITTING OPINIONS!

WORDS: NICK TURNER PICS: DAN SHERWOOD



It's always nice to be able to share things with those you love. A romantic meal for two, a tropical holiday to a paradise island or, in the case of Sammy Housden and her boyfriend Sim Harratt, a show winning Subaru STI!

This pair of love birds have been well into their motors from the get-go. Sammy has had her fair share of modifying disasters including a little Clio complete with big-bore exhaust and a

All the while her other half Sim was dabbling in the world of Subarus, and loving it! He introduced Sammy to a non-turbo model which she fell in love with and was reasonably fair on her purse. After turning it into an STI look-a-like, Sammy rocked around in her new car for a while before the draw of a turbo model became too much.

'Picking this car was a joint decision between me and Sim. I was getting a bit fed up with

wasn't going to stop the pair from taking things to the next level, though. The first addition was a Japspeed front-mounted intercooler with thicker core to aid cooling. A 50mm dump-valve was fitted at the same time before the modifications began to snowball. Upgrading the exhaust on a Scooby is standard procedure to open up that iconic burble. Getting those vocal cords well warmed up is a three-inch Hayward and Scott

of 365mm Alcon brake discs with Alcon mono 6-pot calipers and Ferodo pads, which provide more than enough stopping power to keep all that power in check. The couple then turned their attention to the Scooby's exterior. A fair smattering of carbon has been added including the front splitter, side skirts and bumper vents. The roof has been wrapped in black satin vinyl to tie-in with the carbon-fibre

'RUNNING ON AIR MEANS WE CAN NOW TACKLE ANYTHING THAT COMES OUR WAY'

boot full of subs. After the Clio she had a short-lived affair with a bright pink Fiesta XR2i replica before she grew up and got serious! Sammy began her move into the world of Jap motors with a Gen 5 Toyota Celica. It was a clean and well-loved car but unfortunately met its doom when Sammy wrote it off. It was back to square one and she was on the lookout for a new project to replace her old Toyota. Having lost all of her no-claims bonus, due to the accident in the Celica, meant her choices were limited.

the non-turbo and had a drive of my boyfriend's Scooby and loved every second of it! We ended up selling both of our Subarus and using the money to club together to buy an STI hatch to share between us,' Sammy tells us.

With both Sammy and Sim's cars now sold, all the pair's focus went on the new project. When they picked the car up it had already had its fair share of money spent on it. The car came with a set of coilovers, uprated brakes, tinted windows and a few other bits. This

down-pipe married to a GReddy TI-C single-exit Titanium exhaust system. A Japspeed air filter has also been fitted along with an alloy breather system and a Perrin radiator deflector, which forces cold air into the radiator to improve performance and further aid cooling. To finish off, a Roger Clark Motorsport remap has been carried out to make the most of the mods. The end result is a healthy 330bhp with 370lb ft of torque – plenty to keep Sammy smiling!

Stopping all that fun is a set

touches and break up the white bodywork. To keep the front-end clean a Perrin number plate blank has been added. This has meant that the front plate can be relocated off to the side and also covers up the unsightly holes left behind in the bumper. To finish off, the standard headlights have been opened up and the surrounds painted satin black with tinted indicator reflectors. The lights themselves have also had 105mm halo rings added to them, giving the Subaru a fresh new look.

When it came to the



suspension, Sammy and Sim got a little controversial. The Impreza is world renowned for its excellent handling, so to fit it out with air suspension was always going to get a few people's backs up. The coilovers that came on the car were swapped for a full Airlift Performance suspension kit.

'Believe it or not, the air was fitted for practicality!' Sammy explains. 'I use the car everyday, so I need to be able to get absolutely everywhere, and riding the car slammed to the deck on coilovers never gave us that opportunity. Now we don't have to worry if there

are any mammoth speed bumps or potholes on route, we can just jump in and drive, safe in the knowledge that we can tackle anything that comes our way.' The air tank and compressor is neatly hidden away in the boot and the controlled through Air Lift's V2 Auto Pilot management system.

The V2 is one of the most advanced pressure-based air suspension control systems available. The V2 is a small handheld unit protected in a rugged, rubberised coating to help protect against drops and scratches. A selectable multi-colour LCD display shows

RIDING ON AIR
THE FIRST THING YOU NOTICE ABOUT SAMMY AND SIM'S SUBARU IS JUST HOW LOW IT IS. AIR SUSPENSION IS MASSIVELY POPULAR IN THE VW SCENE AND IS FAST BECOMING JUST AS POPULAR IN THE JAPANESE SCENE. THERE'S NOW A WIDE RANGE OF KITS BEING MADE FOR VARIOUS VEHICLE APPLICATIONS. WE'VE SEEN BOTH DRIFT AND TRACK CARS RUNNING AIR SETUPS WITH NO ISSUES AT ALL. US COMPANY AIRLIFT PERFORMANCE HAS SPENT YEARS DEVELOPING ITS KITS THAT CAN NOW CLAIM TO BE AS GOOD AS, IF NOT BETTER THAN, A TRADITIONAL COILOVER DESIGN. THE OBVIOUS ADVANTAGE OF AN AIR SETUP IS THE EASE OF HEIGHT ADJUSTMENT. AN AIR TANK AND COMPRESSOR SIT IN THE BOOT TO FILL THE BAGS WHEN NEEDED. THE V2 MANAGEMENT COMES WITH AN 8-BUTTON PRE-SET REMOTE THAT ENABLES THE DRIVER TO SELECT FROM A RANGE OF HEIGHT OPTIONS. ON THE RARE OCCASION THAT A BAG MAY START TO LEAK, THE MANAGEMENT AUTOMATICALLY REFILLS THE BAG ON A CONSTANT CIRCULATION TO STOP THE CAR DROPPING. IF YOU FANCY A KIT YOURSELF THEN CHECK OUT WWW.AIRLIFTPERFORMANCE.COM

individual corner air pressures, which can be displayed in psi or bar. You have the option of eight different presets to tailor your ride heights to your needs. However, the best part is that

the system can also 'learn' your vehicle's attributes to provide incredible accuracy with every push of the button. As you roll low, the V2 will constantly monitor your pressures and





adjust accordingly to your presets. V2 also allows you to control your system manually, for the ultimate in independent four-corner adjustment. And with a cool 'raise on start' feature, you won't even have to touch the controller! Fully laid out? Raise to your ride height as soon as you turn the key and you're ready to go. It also features a comprehensive array

of diagnostics to allow you to monitor compressor performance and compressor run times and also alert you to any potential leaks within the system, a low pressure situation, communication failure, or if there is something wrong with your valve. Air ride has really come on a long way in the last few years and, although many sceptics may

profess otherwise, we're hearing more and more people praising the kits for their handling and ride qualities as a performance option too...

But whether you believe that air can be a true performance solution or not, there's no denying that the car looks pretty damn epic when fully 'aired out' and planted on the floor. But the chassis mods

didn't stop there. Uprated anti-roll bars have been fitted front and rear and the subframes and steering rack have both been fully equipped with Polybush uprated bushes. A strut brace has also been added to further improve rigidity.

The Scooby has only recently been treated to a brand new set of 9.5x18in Cosmis S1





wheels that are wrapped in 225/35/18 Nankang NS-2R tyres. To get the wheels sitting just right when the car is dropped a pair of 20mm spacers have been fitted to the back whilst the front is spaced out by 8mm. A touch of camber has also been dialed in thanks to a set of Eibach camber

oozes quality with its leather trim and comfy sports seats. It's fair to say that Subaru got it right from the start and that's just the way it's been left.

'We've had the odd person say that we've ruined the car by fitting the AirLift kit,' says Sammy. 'But the reality is that air ride is

have actually performed better, so the practicality, not to mention the cool look that they achieve, is far from a compromise.'

So whether slammed down 'laying frame' at a show or skimming the Tarmac on the school run, Sammy and Sim can feel safe in the knowledge that

'THE ARCHES JUST KISS THE LIP OF THE WHEELS WHEN PARKED UP'

bolts. The finished look is bang on the money, with the arch just kissing the lip of the wheel when it's parked up.

Other than a row of three Depo gauges in the dash the interior is left relatively stock, and rightly so! The inside of an STI

totally different to how it used to be, with computer controlled ride height, proper adjustable dampers and even constant monitoring to ensure the car stays flat when cornering. In fact, in some tests against traditional coilover kits, the air ride systems

they've built themselves a real stand out motor that's not only got the power to back up its looks, but also the performance and practicality to make it a truly versatile weapon of choice for any road or track. And what's not to love about that? JP



ENGINE:

2.5-litre, 4-cyl, 16v boxer EJ25, 3in Hayward and Scott down-pipe, 3in GReddy TI-C single-exit exhaust system, Japspeed front-mounted intercooler, air filter and hard pipe kit, 50mm alloy dump valve, alloy breather system with braided hoses, Perrin radiator deflector, uprated oil pump, Roger Clark Motorsport remap

PERFORMANCE:

330bhp with 370lb ft torque

TRANSMISSION:

Standard 6-speed manual with four-wheel drive

SUSPENSION:

Airlift Performance air-ride suspension, V2 Auto Pilot management, threaded strut bodies, Whiteline anti-roll bars, uprated Polybush bushes for subframes and steering rack, front Eibach camber bolts, adjustable rear toe arms, rear camber arms, front strut brace

BRAKES:

Alcon Mono 6-pot calipers with 365mm Alcon discs and Ferodo pads

WHEELS & TYRES:

9.5x18in Cosmis S1 wheels with 225/35/18 Nankang tyres, 20mm rear spacers and 8mm front spacers

EXTERIOR:

Carbon-fibre front splitter, bottom line carbon-fibre side skirts, carbon-fibre side vents, satin black roof wrap; Perrin number plate delete, Perrin number plate relocator, S205 rear diffuser, black front wing markers, rear light overlays, clear rear fog light, rear towing eye, Subaru wind deflectors, standard headlights satin blacked, blacked out indicator reflectors with 105mm halo rings

INTERIOR:

Factory leather interior with dash mounted Depo gauges

THANKS:

My boyfriend Sim Harratt for all the hours he puts in to fitting parts, Matt Fells at D2Detail, Martin Bugg, Rob Bailey and Dan Bentley for always giving a hand when it comes to getting it ready for a show!

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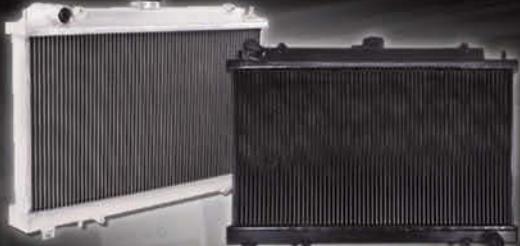
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WORDS: STEVE NEOPHYTOU PICS: DAN SHERWOOD

FEATHERWEIGHT FIGHTERS

THERE'S NO DOUBT ALL CARS HAVE EXCESS WEIGHT, BUT HOW MUCH DIFFERENCE DOES LIGHTENING A CAR REALLY MAKE TO ITS PERFORMANCE? **JP** PAIRS DOWN SIX PERFORMANCE ICONS TO FIND OUT...

While we all know reducing weight increases performance, exactly how much difference it makes, and indeed, how much weight you can realistically remove from a car, is always a matter for debate. While there's little doubt serious power increases have a bigger effect than removing weight, you also have to take into account that removing weight improves all aspects of performance rather than simply acceleration.

The main thing to take into account when removing weight from a car is the more you remove, the more you compromise things, especially comfort, and no matter how fast it is, a heavily stripped out car is rarely any fun on the road! It's also worth noting that performance increases really are multiplied when you not only remove weight, but also increase power, so while a low power car might not have huge bhp per ton increases even with an impressive weight loss, a powerful car can jump well over 100bhp per ton

by lightening it – giving an absolutely massive improvement in acceleration.

For this feature we have taken six popular Japanese Performance cars, and given you a comparison of their weight and bhp per ton at both standard and a typical tuned power level, and at various stages of weight reduction too. Firstly at standard weight, then at a level where the car is lightened but still a comfortable road car, and then as a fully-stripped race car, but with all relevant safety equipment and still resembling the original car. Finally, for each car we show an extreme example, showing the bhp per ton seen on many hardcore, but commonly achievable, light-weight, high-power, drag versions.

(Please note – car weights, even 'official' ones, tend to vary depending on source, so while all efforts have been made to make these correct, there is almost always a small variation in published weights, and all figures in this feature should be considered approximate)

BHP PER TON EXAMPLES
THE TERM BHP PER TON ONLY MAKES SENSE WHEN YOU'VE GOT OTHER EXAMPLES TO COMPARE THEM TO, SO HERE'S A FEW WELL KNOWN PRODUCTION CARS WHICH MAY PUT THINGS IN PERSPECTIVE...

BUGATTI VEYRON - 530BHP PER TON

FERRARI 458 - 380BHP PER TON

NISSAN GT-R (2014) - 320BHP PER TON

MERCEDES C63 AMG - 300BHP PER TON

E46 BMW M3 - 220BHP PER TON



HONDA EP3 CIVIC TYPE R

A RELATIVE LIGHTWEIGHT IN MODERN HOT HATCH TERMS, THE TYPE-R HASN'T GOT MASSES OF LUXURIES TO REMOVE FOR EASY POWER GAINS. DESPITE THIS, EVEN SMALL GAINS ARE VERY NOTICEABLE IN THIS NIMBLE AND RELATIVELY LOW TORQUE MOTOR AND, THANKS TO THE EP'S HUGE POPULARITY IN ALL FORMS OF MOTORSPORT, THERE'S A WIDE RANGE OF LIGHTWEIGHT COMPONENTS AVAILABLE

STANDARD

Being a relative lightweight even in modern hot hatch terms (many new hot hatches weigh over 1400kg!), the standard bhp per ton figure is actually quite impressive, and the car is lighter than many performance cars even in fully stripped track specification, but thankfully there are some creature comforts that can be removed to make the car even lighter...

Weight: 1204kg

Power-to-weight with standard 197bhp: 164bhp per ton

Power-to-weight with 350bhp: 291bhp per ton

ROAD CAR LIGHTENED

Type R owners report that there's quite a lot of weight to be saved on the seats alone, and with the rear seats and belts totally removed, and the fronts replaced with lightweight buckets, a saving of almost 50kg is said to be possible. Beyond this, you can expect to save 5kg a corner by fitting lightweight alloys and tyres, and just like most cars, lots of smaller gains come from fitting a performance exhaust, coilovers, non-airbag steering wheel, removal of aircon – if your EP3 has it fitted – and so on. All adding up to worthwhile weight savings.

Weight: 1150kg

Power-to-weight with standard 197bhp: 171bhp per ton

Power-to-weight with 350bhp: 304bhp per ton

RACECAR LIGHTENED

This is where creature comforts go out the window, but huge weight losses are achieved. First up is glassfibre or carbon doors along with plastic windows, which saves an impressive 40kg over the standard doors; more than compensating for the extra weight of a rollcage that would be fitted at this level. A carbon rear hatch and bonnet will shed another 20kg, and now comfort is no longer an issue, all trim and sound deadening can be removed too, along with surplus wiring loom components. Taking things further, a lightweight race fuel cell, indeed a very small one for drag and sprint use, can knock a significant chunk of weight off the rear of the car.

Weight: 1050kg

Power-to-weight with standard 197bhp: 188bhp per ton

Power-to-weight with 350bhp: 333bhp per ton

EXTREME

CPL Racing ran a high 10sec quarter mile back in 2010 with just 350bhp by taking the weight down to 1080kg. This car had the interior fully gutted and a race fuel cell fitted, but it still had all glass electric windows and metal panels, so there's a little more weight that can be removed if taking thing to the limits. Their current race car is actually claimed to weigh 1100kg+, but this is with full safety equipment, and thanks to the 1000bhp+ engine, they have run an 8sec quarter at over 160mph!

For a fully stripped car with fibreglass panels, 1000kg and less is certainly achievable, and thanks to the fantastic K20 engine, 600bhp+ with the aid of a turbocharger is possible with surprising ease.

Weight: under 1000kg

Power-to-weight with 600bhp: 632bhp per ton

THE EP3 CIVIC TYPE R IS A RELATIVE LIGHTWEIGHT FROM THE FACTORY, BUT BIG WEIGHT LOSS IS STILL POSSIBLE WITH THE RIGHT MODS. THE K20 IS ALSO GOOD FOR OVER 1000BHP WHEN TURBOCHARGED



MAZDA NA MX-5 1.6

THE LIGHTER A CAR IS, THE HARDER IT TENDS TO BE TO REMOVE WEIGHT, BUT WHILE YOU CAN'T GET MUCH LIGHTER FROM THE FACTORY THAN AN MX-5, THERE'S MORE WEIGHT TO BE REMOVED THAN YOU MIGHT IMAGINE

THE LIGHTEST CAR ON OUR LIST CAN STILL BE MADE LIGHTER BY STRIPPING THE ROOF AND INTERIOR. SLAP ON A TURBO AND YOU'VE GOT A SUPERCAR RIVALLING SOFT TOP FOR A FRACTION OF THE COST



STANDARD

A car weighing under 1000kg from the factory is hugely rare these days, and even when the NA was a new car around 25-years ago, it was still impressively light. While there's some variation in weights due to air-conditioning, leather seats, different wheel fitments, and so on, all NA MX-5 models are under the magic one-ton mark, making it a true lightweight from the factory.

Weight: 960kg

Power-to-weight with standard 115bhp: 120bhp per ton

Power-to-weight with 200bhp: 208bhp per ton

ROAD CAR LIGHTENED

Surprisingly, the biggest single weight loss can be had by removing the entire soft top setup, and while having no roof at all isn't much use for a road car, hard top conversions, especially with plastic rear windows, are actually incredibly light; and removing weight from the highest point of the car is great for handling too. Many Japanese import cars actually come with air conditioning, not something really needed in an MX-5 in the UK, so this can go, and while they're not the heaviest, the standard seats still weigh significantly more than aftermarket bucket seats. The standard alloys are quite light, but as most people tend to change them as one of the first upgrades, make sure the replacements are as light or lighter; they make a noticeable difference.

Weight: 920kg

Power-to-weight with standard 115bhp: 125bhp per ton

Power-to-weight with 200bhp: 217bhp per ton

RACECAR LIGHTENED

While an MX-5's panels are relatively small and light compared to most cars, fibreglass and carbon bonnets, bootlids, and doors, are all widely available, and can save a significant amount of weight; especially combined with a removal of all trim, sound deadening, and even any excess wiring. While extra weight will be added via a rollcage, a small car means a small cage, so the extra weight is not a huge backward step.

Weight: 840kg

Power-to-weight with standard 115bhp: 137bhp per ton

Power-to-weight with 200bhp: 238bhp per ton

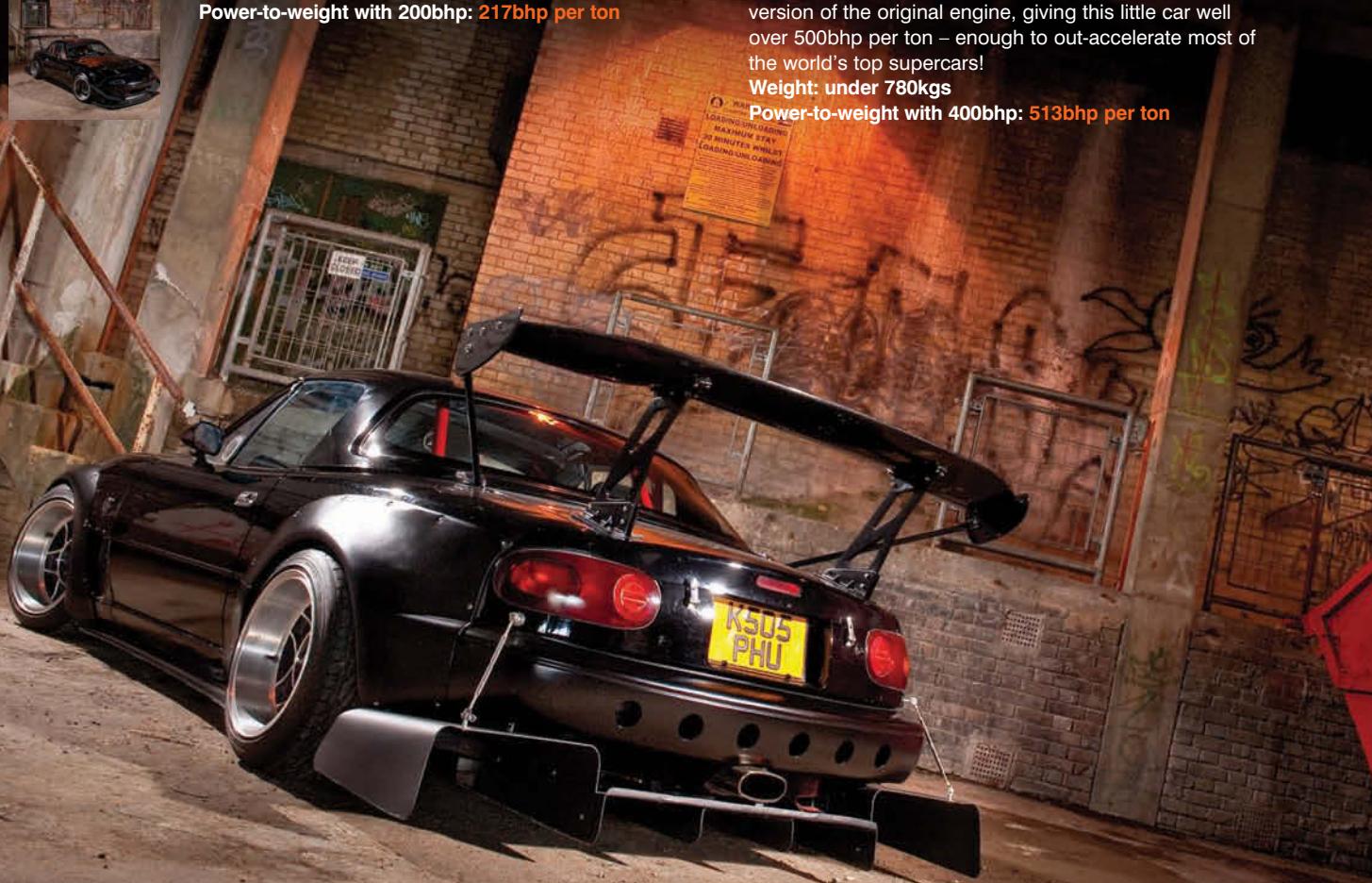
EXTREME

The lightest NA MX-5 we've ever seen is actually under 750kg, but it didn't even have a windscreens or A-pillars, so is too extreme for this feature! Having said that, 780kg or lower is certainly achievable while retaining structural rigidity and original looks, and this has actually been documented by various MX-5/Miata owners, especially ones building autocross racecars in the USA. To drop the level this low, you are literally removing every last un-needed component, as every gram adds up when you are removing lots of items, and lightweight tubular subframes and suspension arms are available when taking things to the extremes.

With regard to power, while almost unlimited power is possible from an engine conversion, 400bhp is certainly possible from a well built and heavily turbocharged version of the original engine, giving this little car well over 500bhp per ton – enough to out-accelerate most of the world's top supercars!

Weight: under 780kgs

Power-to-weight with 400bhp: 513bhp per ton



SUBARU WRX STI GC8 IMPREZA

THE ORIGINAL SHAPE IMPREZA MAY BE GETTING ON IN YEARS, BUT IT'S STILL A HUGELY POPULAR CAR IN THE TUNED CAR WORLD, NOT TO MENTION MOTORSPORT, AS IT COMBINES A STRONG AND TUNABLE ENGINE WITH A GREAT FOUR-WHEEL DRIVE SYSTEM, AND A RELATIVELY LIGHTWEIGHT CHASSIS. THEY WERE FAMOUS '90S RALLY CARS, BUT AS TRACKDAY AND TIME ATTACK WEAPONS THEY'RE STILL GOING STRONG TO THIS VERY DAY

STANDARD

While there's a huge variety of performance versions available, the widely available WRX STi, with 276bhp as standard and an impressive all-round spec, is a great base for something really special. While standard performance is genuinely impressive even by today's standards, it's no surprise they're commonly tuned to the 350bhp mark; 280bhp per ton is hot on the heels of cars like the Mercedes C63 AMG!

Weight: 1250kg

Power-to-weight with standard 276bhp: 221bhp per ton

Power-to-weight with 350bhp: 280bhp per ton

ROAD CAR LIGHTENED

The main disadvantage of the fact a GC8 Impreza STi is already light, is that massive weight losses aren't possible without extreme measures. Having said that, even in road car spec around 50kg can be removed with a bit of effort. Unlike most cars, where major losses can be had from removing a single component, removing lots of smaller components are the way forward with the Impreza. Being a Japanese import, air conditioning is fitted to most cars, and as this is rarely useful in the UK it can be removed for a significant saving without losing much comfort, closely followed by a pair of racing seats and lightweight wheels and tyres. Beyond this, the gains are smaller, but thankfully can be had from parts that enhance performance in other ways too, such as a cat-less aftermarket exhaust system, and coilover suspension. Once things like the spare wheel and tool kit have been removed, as well as fitting a lightweight battery, the weight loss soon adds up.

Weight: 1200kg

Power-to-weight with standard 276bhp: 230bhp per ton

Power-to-weight with 350bhp: 291bhp per ton

RACECAR LIGHTENED

Carbon or fibreglass doors – and there's four of them – are big savings for an Impreza race car, up to 50kg in fact, and while the standard bonnet and boot aren't massively heavy, over 10kg can be saved between them too. While the side windows are pillarless, meaning flexible plastic race windows can be difficult to keep in place, there's a fair bit of weight to be saved there, and with all the plastic trim, excess brackets and metalwork, not to mention all the sound deadening removed, it's surprising how little a GC8 Impreza will weigh.

Weight: 1150kg

Power-to-weight with standard 276bhp: 240bhp per ton

Power-to-weight with 350bhp: 304bhp per ton

EXTREME

It's actually amazing how light you can make a GC Impreza, with Mikee Singh's Scoobyclinic drag car actually weighing 882kg without any carbon or glassfibre panels at all, and we all know with enough money quite insane levels of power are possible. For this reason, we've set our 'Extreme' figures at an achievable 800bhp and 900kg, and at almost 900bhp per ton, this gives the potential to do 0-160mph in well under 9seconds!

Weight: under 900kg

Power-to-weight with 800bhp: 889bhp per ton

RALLY WEAPON OF THE '90S, THE IMPREZA GC8 IS A GREAT BED FOR TUNING BUT ALSO BENEFITS FROM A HEAVY WEIGHT LOSS WITH SUB 900KG WEIGHTS POSSIBLE IN EXTREME CASES GIVING AN INCREDIBLE 889BHP PER TON





ONE OF THE FEW CARS AROUND THAT IS CAPABLE OF THE MAGIC ONE-TO-ONE POWER TO WEIGHT RATIO, THE SKYLINE R32 GT-R MAY BE GETTING ON A BIT NOW, BUT ITS POTENTIAL AS A PERFORMANCE CAR IS JUST AS STRONG AS EVER

NISSAN SKYLINE R32 GTR

ONE OF THE BEST KNOWN JAPANESE PERFORMANCE CARS, NOT ONLY AS A TUNED ROAD CAR, BUT AS A LEGENDARY CIRCUIT RACER THAT'S STILL HOLDING ITS OWN IN TIME ATTACK AND DRAG EVENTS WORLDWIDE. A LIGHTWEIGHT IT CERTAINLY IS NOT, BUT A LOT OF WEIGHT CAN BE REMOVED, AND ALONG WITH THE HUGE TUNING CAPABILITY, MEANS EVEN OVER 1000BHP PER TON IS POSSIBLE

STANDARD

When new, the R32 GT-R even as a standard road car was a ground-breaker, not only for its straight line performance, but amazing handling for a car of that size. Today it's still impressive when you consider it's a standard car that could be up to 25-years old, but where it really comes into its own is with a little tuning. Despite being under 200bhp per ton from the factory, 500bhp is an easy number from the RB26 engine with some larger turbos fitted, and suddenly even a full weight R32 is now at the 350bhp per ton mark; more than the current supercar slaying Nissan GT-R!

Weight: 1430kg

Power-to-weight with standard 276bhp: 193bhp per ton

Power-to-weight with 500bhp: 350bhp per ton



RACECAR LIGHTENED

Thanks to the safety equipment and lack of composite panels, even the famous Group A R32 GT-R race cars still weighed around the 1250kg mark, but as many Time Attack cars have proven since, with no 1990s Group A rules to abide by, Skyline weights can get even lighter while still being a fully equipped racecar. Glassfibre or carbon doors and bootlid for example can save you upwards of 70kg, as aside from 1989 doors (which weigh 25kg), R32 ones weigh 36kg each, compared to 5kg for carbon/glassfibre ones.

Beyond the doors, literally every panel, including front and rear quarter panels, are all available as lightweight glassfibre versions for the R32, and big brake conversions, while physically larger, weigh less than the standard stoppers.

Weight: 1200kg

Power-to-weight with standard 276bhp: 230bhp per ton

Power-to-weight with 500bhp: 417bhp per ton

ROAD CAR LIGHTENED

The GT-R is certainly no lightweight, but with an aluminium bonnet, small battery and forged alloy wheels from the factory, some of the obvious weight savings aren't as effective as you may imagine. Having said that, worthwhile savings can be made by removing less important things like the air-con system which weighs over 17kg alone, rear wiper, spare wheel and tool kit, fitting a performance exhaust system, and so on. In fact, if you fully strip the rear of the interior, including boot, but leave the front section totally standard, you can lose almost 60kg!

Finally, most people aren't a fan of the HICAS rear wheel steering system, and while it's very cheap to simply lock the system, it's worth going to the effort of removing the system completely and replacing it with a lock out bar, as over 10kg will be saved.

Weight: 1350kg

Power-to-weight with standard 276bhp : 204bhp per ton

Power-to-weight with 500bhp: 370bhp per ton

EXTREME

Pro-drag GT-Rs are proven at well over 1000bhp, indeed some are now allegedly over 2000bhp, and lightweight is taken to the extremes on these cars. While the standard looks remain, and standard floorpan and chassis rails are mostly complete, often above, the rest of the car is a tube frame chassis draped in a glassfibre or carbon shell, bringing weight down to as low as 1000kg.

Weight: under 1000kg

Power-to-weight with 1000bhp: 1000bhp per ton

MITSUBISHI EVO VIII FQ320

BEING ONE OF THE NEWER CARS IN THIS FEATURE MEANS IT'S A RELATIVE HEAVYWEIGHT FOR ITS SIZE, BUT THEIR HUGE POPULARITY IN MOTORSPORT MEANS THERE'S NO ISSUE REDUCING THE WEIGHT DRASTICALLY, AND MASSIVE POWER POTENTIAL MEANS IT'S EASY TO MAKE AN EVO VIII WITH A RACE WINNING POWER-TO-WEIGHT RATIO



STANDARD

Even a standard FQ320 is no slouch, and from behind the wheel the car hides its 1400kg+ kerb weight really well. Even in factory form it's as fast as cars such as the BMW E46 M3, but with a little tuning it's possible to give a fully trimmed Evo VIII a supercar chasing power-to-weight ratio.

Weight: 1420kg

Power-to-weight with standard 325bhp: 229bhp per ton

Power-to-weight with 450bhp: 317bhp per ton

ROAD CAR LIGHTENED

Being a four-door, four-seat car, an Evo VIII isn't a car you'd want to remove the rear seats from if you're keeping it a true road car, and even the standard wheels are lightweight enough not to justify changing them at this level, but that's not to say there's not weight savings to be had. Removing the aircon fully, while a fiddly job, can net you a 20kg weight saving, and a lightweight battery, performance exhaust, and coilovers, all net smaller gains of around 5 and 10kg each once fitted. Surprisingly, while they're popular and look good, most carbon bonnets and boots don't save much weight, at around 5kg each, though fitting aftermarket bucket seats can save you around 10kg per seat over the standard items. If you really wanted to, you could actually save another 15kg by replacing the standard spare wheel, jack, and tools, with a can of tyre weld...

Weight: 1350kg

Power-to-weight with standard 325bhp: 241bhp per ton

Power-to-weight with 450bhp: 333bhp per ton

RACECAR LIGHTENED

Being a large four-door car means if building a racecar, despite the extra weight of a rollcage, this is the moment where the weight can be seriously shed from an Evo VIII. Many invisible parts weigh a lot on the Evo, with front and rear bumper supports weighing 20kg, and sound deadening and padding are also quite weighty at 8kg too. Fully stripping the interior, including in the boot, and fitting a pair of racing bucket seats and harnesses, can save over 80kg on its own; no huge single savings, but lots of 2kg items add up! Understandably, swapping the standard doors for glassfibre or carbon items is a popular upgrade, as this can save a massive 80kg. Finally, while MR models come with a 5.2kg aluminium roof, a normal Evo roof weighs around 11kg, so a swap to a carbon one saves around 8kg, and from the highest point of the car too; ideal for improving handling.

Weight: 1150kg

Power-to-weight with standard 325bhp: 283bhp per ton

Power-to-weight with 450bhp: 391bhp per ton

EXTREME

Compared to some examples in this feature, the weight of this extreme example is achievable without any drastic metal cutting, and the power level is certainly something that is almost average in the Evo drag racing world, but the result truly is insanely fast. While things like headlamps will have been replaced with blanks, and literally everything not needed will have been removed, and everything else drastically lightened, to hit this level it certainly doesn't need to be a semi-tube frame chassis, though that is possible if you want it even lighter...

Weight: under 1050kg

Power-to-weight with 900bhp: 857bhp per ton

BEING A MODERN CAR THE EVO VIII WEIGHS A FAIR BIT IN STANDARD FORM BUT ITS BREEDING AS A RALLY CAR MEANS REDUCTIONS ARE EASILY ACHIEVABLE, IF NOT ALWAYS CHEAP THE ENGINE IS ALSO CAPABLE OF MASSIVE POWER WHICH NEGATES THE NEED TO BE TOO EXTREME WITH THE WEIGHT LOSS



TOYOTA SUPRA MK4 (UK SPEC)

AT OVER 1.5TONS, THE STANDARD MK4 SUPRA TWIN TURBO IS A HEAVY CAR EVEN BY TODAY'S STANDARDS, BUT THANKFULLY, NOT ONLY IS IT PACKING THE LEGENDARY 2JZ ENGINE THAT HAS THE TUNING POTENTIAL TO MAKE EVEN THE HEAVIEST CAR INTO AN ABSOLUTE ROCKET, BUT THERE'S PLENTY OF WEIGHT THAT CAN BE SHED TOO...



STANDARD

With 325bhp as standard, the stock UK-spec Mk4 Supra is certainly no slouch at over 210bhp per ton; in fact when new it was often considered up there with the supercars of its day. As we've already mentioned, it's a big, heavy car, though even at standard weight a single turbo conversion to bump the power to 600bhp, a safe and reliable figure even on standard internals, makes it a genuine supercar beater, and things get really interesting once you make it lighter...

Weight: 1550kg

Power-to-weight with standard 325bhp: 210bhp per ton

Power-to-weight with 600bhp: 387bhp per ton

ROAD CAR LIGHTENED

With useable rear seats not really a feature of the Mk4 Supra, you can save 10kg per seat by fitting lightweight fixed back bucket seats, and removing the rear seats and belts will net you a 15kg saving too. An aftermarket catless exhaust weighs around 15kg less than standard, and lightweight wheels will save over 10kg too. The Supra actually has a very heavy standard battery, 15kg in fact, so 10kg can be saved there by fitting a lightweight version. While a single turbo conversion is hugely popular for power increases, it has a double bonus too, as it actually tends to weigh significantly less than the standard sequential twins...

Weight: 1450kg

Power-to-weight with standard 325bhp: 224bhp per ton

Power-to-weight with 600bhp: 414bhp per ton

IT MAY BE A HEAVYWEIGHT, BUT IT ALSO PACKS ONE OF THE MOST TUNEABLE ENGINES ON THE PLANET, GIVING THE SUPRA TRULY SCARY PERFORMANCE IF YOU ARE WILLING TO PUT IN THE EFFORT AT OVER 1000BHP PER TON POSSIBLE, THE SUPRA DELIVERS A KNOCK OUT BLOW TO ALL OTHER CONTENDERS WHEN IT COMES TO POTENTIAL POWER TO WEIGHT FIGURES

RACECAR LIGHTENED

Once the Supra stops being a road car, it's time to shed some metal, and almost 50kg can be saved by going to carbon or glassfibre doors, 20kg for lightweight hatch and Perspex windows, and a lightweight bonnet can save 15kg over the huge standard item. While UK spec Supras have better brakes and headlamps than import versions, you can actually save 5kg by swapping to the import spec plastic headlamps, and UK spec brakes are about 15kg heavier than aftermarket big brake kits. Even ignoring the massive improvements in handling and braking, the 300kg weight saving this spec will have brought you, with a 600bhp engine, which is a quite light state of tune for a 2JZ, the power to weight ratio has increased by almost 100bhp at this stage; that's a huge number without having to tune the engine further.

Weight: 1250kg

Power-to-weight with standard 325bhp: 260bhp per ton

Power-to-weight with 600bhp: 480bhp per ton

EXTREME

We've actually seen road legal examples at under 1250kg using a full Supra chassis, so an extreme Supra with headlamp blanks, full carbon body, and a semi-spaceframe chassis, can actually weigh over 100kg less than this, though how much you can remove from a Supra and still class it as a Supra is up for debate! One thing that isn't debatable is the fact that the 2JZ engine can produce insane power levels, and the bhp mentioned here isn't even close to the power levels capable these days, but even with 'only' 1200bhp, we're over 1000bhp per ton; acceleration that literally feels like you're being fired from a cannon...

Weight: under 1150kg

Power-to-weight with 1200bhp: 1043bhp per ton





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JAPSTUFF



BRINGING YOU THE HOTTEST NEW PRODUCTS ON THE JAPANESE TUNING SCENE

Every month we bring you the latest and greatest products on the Japanese tuning scene. We always showcase a 'Red Hot' product at the front of the section and also highlight the 'must-have'

products at either end of the budgetary scale.

This way you can decide whether to save your pennies to afford the 'Big Spender' or simply splash a little spare

pocket change on the more affordable 'Chump Change' product. We hope you enjoy the section but, as usual, if there's anything you think we can do better, then please let us know. Until then... enjoy!



RED HOT PRODUCT

TAMIYA RADIO CONTROLLED HONDA CITY TURBO MODEL KIT

Since 1946, Tamiya's goal has been to offer the world the most rewarding scale modelling experience possible, and it has achieved its objective through a mind-boggling number of model kits that offer ease of assembly and quality component parts. The Shizuoka firm's latest range of DIY radio-controlled cars concerns

sporty Japanese motors, and a particular highlight caught our attention in the form of a comical recreation of the classic Honda City Turbo. Featuring a tough resin body and crisp moulding, the kit includes a driver figure with helmet that adds even more mirth to the proceedings! Tamiya's all-new monocoque two-

wheel drive WR-02C chassis incorporates fully independent double wishbone suspension and has been built specifically for this radio-controlled car, while the supplied gearbox features an enclosed differential unit for smooth performance. A longitudinal position for the battery pack contributes to even weight

distribution, enabling the car to perform wheelies when accelerating fast! Stickers are provided to help keen craftsmen to decorate the kit's bodywork and driver's helmet, while motor and gearbox units come pre-assembled for ease of installation. Oh, and the model's steering servo is positioned along the

centreline of the chassis, using a twin tie-rod setup for straightforward handling. That's a tech spec that sounds more impressive than the list of nuts and bolts found accompanying plenty of full sized production cars!

Price: £199

Contact:

www.hobbyco.net or call 01908 605686



COBRA SPORT CAT-BACK EXHAUST SYSTEM FOR NISSAN 370Z

Celebrated exhaust manufacturer, Cobra Sport, has produced a performance cat-back exhaust for the Nissan 370Z. The system's mandrel-bent grade 304 stainless steel 2.5in pipework is engineered to the highest tolerances, blending jig manufacturing and TIG welding procedures that promise long-term reliability while delivering a superb finish. In addition to releasing trapped ponies, this cool Cobra exhaust emits an awe-inspiring tone through a choice of slash-cut tailpipe designs, yet the resulting volume is only marginally higher than the stock equipment that it replaces. All Cobra Sport products are built with an uncompromising focus on the quality of the end product in mind, and each of the company's exhausts are sold with a lifetime warranty for the original purchaser. Sports cats and de-cat pipes are available to buy separately.

Price: £1017.90

Contact: www.cobrasport.com or call 0114 244 7333



RACEGLAZE REFILLABLE CAR CLEANING WATER FILTERS

INLINE WATER FILTERS HAVE SHORT SERVICE LIVES AND CAN BE AN EXPENSIVE WAY OF REDUCING THE RISK OF WATER CONTAMINATION WHEN WASHING A CAR, WHICH IS WHY RACEGLAZE HAS INTRODUCED AN INNOVATIVE RANGE OF REFILLABLE HEAVY-DUTY WATER FILTERS THAT USE A DURABLE 11 BAR PRESSURE-TESTED FIBREGLASS TANK FILLED WITH PREMIUM GRADE MINERAL ABSORBING RESIN (SOME WATER FILTERS MAKE USE OF POOR QUALITY 'REJECT' RESIN). TAP WATER ENTERS THE TANK AND IS FORCED THROUGH THE RESIN BED UNDER PRESSURE, EMERGING ON THE OUTLET SIDE AS CLOSE TO ZERO PARTS PER MILLION OF DISSOLVED SOLIDS AS POSSIBLE. RACEGLAZE CLAIMS THAT THIS METHOD OF FILTRATION ELIMINATES THE RISK OF UNSIGHTLY – AND OFTEN DAMAGING – WATER MARKS ON PAINTWORK, ALLOWING YOU TO DRY PANELS WITHOUT HAVING TO RUSH AROUND YOUR CAR AT WARP SPEED!

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WWW.RACEGLAZE.CO.UK
01780 749449



LITCHFIELD INTERCOOLER FOR NISSAN R35 GT-R

There isn't much that Gloucestershire tuning firm, Litchfield, doesn't know about tuning the mighty R35 GT-R, and it was with that in mind that our ears pricked up when we heard about the firm's new uprated intercooler for Nissan's twin-turbo V6 monster. Making use of the stock intercooler's mounting points, this plug-and-play unit features a hand-finished core with bespoke CNC-machined inlets and outlet flanges. Exhaustive testing of multiple R35 GT-Rs in varying operating temperatures across different days (and at contrasting levels of boost) provided Litchfield with conclusive data that demonstrated a firm improvement in the power output of each vehicle when the new intercooler was in situ, and lucky GT-R owners can get their hands on this excellent bit of kit for a smidge over a grand. Visit the company's website for further information.

Price: £1194

Contact: www.litchfieldmotors.co.uk or call 01684 850999



BIG SPENDER

TURBOSMART IWG-75 INTERNAL WASTEGATE ACTUATOR

The entire Turbosmart actuator range is designed to suit owners of turbocharged vehicles who are looking for strong, reliable parts to replace their car's standard boost-encouraging components. Turbosmart's selection of IWG-75 actuators for internally wastegated turbos is no exception to this rule, and the technology deployed during the design and manufacture of each part results in a precise boost curve, allowing for a wider range of boost between minimum and maximum levels when compared to turbos using OE and/or conventional actuators. This makes the IWG-75 ideal for traction-limited applications such as front-wheel drive street or drag racing. A twin-port version of the IWG-75 is available for Borg Warner EFR turbos, while the universal edition is offered with values of 7, 10 and 14psi. Both designs promise to deliver sustained boost quickly, and they include the flexibility of allowing owners to fit alternative springs as they change the setup of their cars.

Price: From £129.11

Contact: www.turbosmartuk.co.uk or call 01924 228042



SAMCO COOLANT HOSE KIT FOR SR20DET NISSAN 200SX

Owners of SR20DET-powered 200SXs are the latest in a long line of petrolheads to benefit from Samco's ever-expanding range of handmade silicone hoses; the Welsh manufacturer has released a twin-pipe coolant hose kit that is available in a choice of nineteen different colours and suitable for both left- and right-hand drive variants of the legendary Nissan.

As you'd expect from the number one choice of hose supplier to many professional motorsport teams, construction from only the finest quality of

European silicones and resistance to extremes of temperature are a given, but colour-coded hoses also allow for an enhanced engine bay, not to mention the further cosmetic improvements that can be achieved by using one of Samco's optional stainless steel clip kits.

Visit the Samcosport website to view the company's complete range of hoses and colours.

Price: £68.97, clip kit is sold at £8.82

Contact: www.samcosport.com or call 01443 238464



SUPERPRO REAR DIFFERENTIAL TO SUBFRAME MOUNT KIT FOR SUBARU BRZ/TOYOTA GT86

CHASSIS AND SUSPENSION SPECIALIST, SUPERPRO, HAS INTRODUCED A REAR DIFFERENTIAL MOUNTING KIT FOR THE SUBARU BRZ/TOYOTA GT86 THAT HAS BEEN DESIGNED TO CONTROL EXCESSIVE REAR AXLE MOVEMENT UNDER LOAD. FITTING THE KIT IS CLAIMED TO RESULT IN GREATER VEHICLE STABILITY AND IMPROVED CONTACT BETWEEN THE CAR'S WHEELS AND THE ROAD, THUS IMPROVING THE DELIVERY OF POWER. SUPERPRO SAY THAT RIDE QUALITY ISN'T SACRIFICED AFTER FITTING THE SUPPLIED POLYURETHANE BUSHES, PARTLY DUE TO THE INNOVATIVE USE OF KNURLING TO RETAIN GREASE (WHICH HELPS TO PREVENT EXCESS NOISE AND VIBRATION). THOSE LOOKING FOR FURTHER IMPROVEMENTS CAN ADD SUPERPRO'S 'TOYOBARU' REAR DIFFERENTIAL PINION MOUNT KIT. ALL SUPPLIED PARTS ARE A DIRECT REPLACEMENT FOR THE OE EQUIVALENTS, AND THEY'RE AVAILABLE TO BUY AT A PRICE THAT WON'T BREAK THE BANK.

Price: £114.88 for the diff to subframe mount kit, £82.80 for the pinion mount kit.

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AUTOMOTIVE DETAILERS WILL BE WELL AWARE OF WHEEL CLEANING SOLUTIONS THAT TURN PURPLE AS THEY MAKE CONTACT WITH STUBBORN DIRT AND BONDED-ON METAL PARTICLES. CAR CARE COMPANY, KENOTEK, HAS TAKEN THINGS A STEP FURTHER WITH ITS 'WHEEL CLEANER ULTRA' BY INTRODUCING A PH NEUTRAL IRON ACTIVE FLUID THAT IS EFFECTIVE AT REMOVING UNWANTED DEPOSITS FROM WHEELS WHILE REMAINING SAFE TO USE ACROSS ALL PAINT SURFACES. THIS MEANS THAT THE PRODUCT DOUBLES UP AS AN EXCELLENT FALLOUT REMOVER FOR VEHICLE BODYWORK. UNLIKE MANY OTHER WHEEL CLEANERS, WHEEL CLEANER ULTRA IS AVAILABLE TO BUY IN LITRE BOTTLES. FURTHERMORE, IT GIVES OFF A PINEAPPLE AROMA, ENABLING YOU TO PRETEND THAT YOU'RE IN HAWAII WHILE YOU DETAIL YOUR HONDA IN HOUNSLAW.

Price: £14.99

Contact: www.vertar.com or call 0800 1777 808



CHUMP CHANGE

V-MAXX PERFORMANCE COIL SPRING PACKAGE FOR EP3 HONDA CIVIC TYPE R

The EP3 Civic Type R is rightly regarded as a fantastic car that delivers hot Honda looks and great performance with an affordable price tag. Better still, there's a mass of tuning parts available for the model! As if to prove the point, suspension expert, V-Maxx, has just announced the release of its EP3 Type R performance spring kit. A 35mm chassis drop and an aggressive stance that allows each wheel to fill its neighbouring arch is instantly achieved by installing the radiant red springs, while a sharper steering response and reduced body-roll improve things in the handling department. All V-Maxx springs are compatible with OEM or uprated dampers, they're made from quality chrome silicone steel, shot-peened, zinc phosphated and powdercoated, and V-Maxx is proud to provide a two-year unlimited mileage warranty with each purchase.

Price: £163.20

Contact: www.v-maxx.co.uk
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PROJECT ROTARY TRANSMISSION RE-VAMP

BEFORE THE NEW RENESIS MOTOR IS INSTALLED IN ITS NEW HOME IN THE RX-8'S BAY, WE DECIDED TO BEEF-UP THE TRANSMISSION WITH A COMPETITION CLUTCH

Some jobs can be a real pain, and fitting a new clutch can be one of them. This tricky job can be made all the harder if the car you are working on lacks space to work, too, which means paying out for a pro to do the job for you is a likely necessity. However, if you happen to already have the engine out, possibly for an unrelated issue, such as putting a new motor in or completing a rebuild, then it makes sense to uprate the clutch before the whole lot goes back in. This way, fitting a clutch becomes a piece of cake, it's just a shame you can't eat it after it's fitted!

This was the situation we found ourselves in with Project Rotary. With the old engine out and the new one ready to go in, we felt it would be a wise move to fit an uprated clutch while the option was at its easiest.

The RX-8 is a high revving car, but lacks a great degree of torque, so clutches generally don't have too hard a life. However, as we keep contemplating a forced induction route in the future, or even some mild to wild porting, it made sense to beef up the clutch now, rather than worry about it later. With this in mind, we called Competition Clutch UK, the UK

agents for the popular US clutch brand of the same name. We feature loads of cars with their clutches and have always heard good things about not only their ability to hold high torque loads, but also their ease of action and keen price.

Speaking to the guys, they recommended a Stage 2 Street Series clutch which provides up to 80% increase in torque capacity over a standard unit and is designed for aggressive street use and moderate track work – which is perfect for our requirements! The kit came with a performance pressure plate, a high torque sprung disc with

anti-burst steel backed Brass Plus facings, all applicable bearings, and the appropriate alignment tool to make fitting a simple bolt on job.

A clutch may not be a sexy item to show off to your mates, but as far as a performance modification goes, it's a crucial ingredient not to be missed!

THANKS & CONTACTS

Group B Motorsport
01244 822327
www.silverstoneautosport.co.uk
Mazda UK
www.mazda.co.uk
Competition Clutch
01327 226134
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THE STOCK CLUTCH HAD BEEN REPLACED BEFORE SO WASN'T THAT BAD, BUT THE COMPETITION CLUTCH STAGE 2 ITEM WILL BE NEEDED IN THE FUTURE



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PROJECT MX-5

WITH THE PLAN TO REBUILD THE ENGINE ON THE WRX COMING TOGETHER IT'S GOING TO BE OFF THE ROAD FOR A WHILE, AND WITH THOUGHTS TO REMOVE MORE WEIGHT, THE DASH AND HEATING WILL BE TAKEN OUT TOO, MAKING IT SLIGHTLY LESS ENJOYABLE IN THOSE WINTER MONTHS. WITH THIS IN MIND, WE NEEDED A NEW CAR TO KEEP US MOBILE. INTRODUCING PROJECT MX-5. OK, IT'S A LITTLE TATTY BUT THAT'S THE FUN OF A PROJECT CAR, RIGHT? PLUS IT WAS AS CHEAP AS CHIPS. SO WHAT ARE THE PLANS? FIRSTLY IT NEEDS A REAL GOOD CLEAN UP INCLUDING SOME BODY REPAIRS, THEN WHEELS AND SUSPENSION ARE A MUST. ALSO THE DISCS AND PADS ARE PRETTY TIRED SO NEW STOPPERS ARE REQUIRED ALL ROUND. SHOULD BE FUN, AND JUST IN TIME FOR SUMMER, TOO!



PROJECT WRX SHOW OFF

With the new BossDog wrap looking sweet it was time to hit up some shows. First up we got an invite from Saj Moghal, bossman at Jap Performance Parts to check out their open day over in Crawley. Luckily the sun was out and the turnout was pretty awesome with a great collection of Japan's

finest. The DJ and BBQ kept the day feeling very relaxed, too.

The next show on the list to attend was the Show of Shows organised by the Car Show Collective. Set in the grounds of Penshurst Place and catering for all makes and models, it was a massive success. The WRX took a spot on the Shining

Monkey stand (driving away from the show with a cleaner car than when we arrived, ha!).

For the rest of the month we've been collecting ideas and parts for the upcoming engine rebuild including sourcing some Ajusa head bolts from CRP Automotive to go with the awesome stroker kit supplied by Advanced Automotives.

CONTACTS

BossDog

www.bosssdog.co.uk

Keith Michaels Insurance

www.keithmichaels.co.uk



JPP'S OPEN DAY WAS PACKED WITH MODIFIED MOTORS



HAVING PROJECT WRX ON THE SHINING MONKEY STAND MEANT IT GOT A THOROUGH CLEANING BEFORE WE LEFT - SWEET!



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PROJECT WHITE STUFF COMING UNSTUCK

PROJECT WHITE STUFF IS DUE A FACELIFT, SO IT WAS DOWN TO PAINTWORK SUPREMOS AUTOGLYM TO RID THE STI OF ITS OLD WRAP – SURELY IT SHOULDN'T BE THAT HARD? WRONG!

As developments in car modifications go, vehicle wrapping has to be up there as one of the most wonderful innovations in car customisation in the last 30 years. The ability to dramatically change and transform the look, demeanour and colour of your car in a day-or-so of careful application, it's fair to say that vehicle wrapping is probably one of the greatest inventions ever. Well, that is until you try to get it off, of course.

As custodian of the Subaru

UK track hack, I inherited many wonderful things with this car; a forged engine, a genuine heritage of non-stop track work and general levels of all-round awesomeness, but also a wrap job that was definitely getting past its best. Most purveyors of quality wraps reckon 2–3 years before things start to get a little shrunken and faded, and with the car heading towards the top end of that age range, it was clear to see that this sticker job was starting to shrink and

discolour – making it ripe for removal.

I have owned plenty of stickered cars in the past, but never one with a partial wrap before. How hard could it be to get it all off, I wondered? Using the age old method of a hairdryer and several cups of tea, I had a go at a little corner... I heated and waited, heated and waited, continuing until the vinyl felt warm and pliable, before gently starting to lift. At first there was the elation

of the bright blue lifting cleanly away from the Pearl White coachwork beneath, but in a second, this was replaced by the crashing defeat of the vinyl tearing... revealing that I had freed approximately a square centimetre of bright paintwork to the fresh air once more. This was clearly going to be a bigger job than I thought.

After a bit of digging and asking, it turns out that there are two types of wrapping vinyl. A nice laminated one that weathers better, and, when removed, comes away in a tough, continuous sheet – and a lesser, non-laminated type that fragments in particles so



TRACK LIVERY WAS COOL, BUT IT WAS TIME FOR A FRESH NEW LOOK





AFTER A GOOD CLEAN IT WAS TIME FOR THE AUTOGLYM BOYS TO GET DOWN TO THE TASK OF REMOVING THE WRAP... ONE INCH AT A TIME!



small that they can only really be measured by an electron microscope. I think you can already guess which one this was, can't you?

Never one to shy away from such a gargantuan task, I did what any sane person would do. I brewed an extra-large cup of tea, prepped my tools... and rang somebody who is much better at that sort of thing. Yep, I chickened out and called my friends at Autoglym.

Although Autoglym is best known for preparing every kind of automotive surface for the world's most discerning car owners – including Her Majesty the Queen, I might add – they

also know a thing or two about anything that can be applied to a car. My good friend Mark Docherty invited me down to their academy in Letchworth so, between us, we could have a look at getting the vinyl off the STI. Joined by ace technician Barney, we got to work. Well, I say 'we', I was mostly observing and taking pictures, you understand.

What was very clear once we started, having got the car scrupulously clean after a good snow foam and wash, was that even for seasoned pros like Mark and Barney, the STI was wanting to fight back. We tried everything – heat, solvents, hot

water – you name it. No matter what we did, the most vinyl we could get off the car in one go was Post-It note size at best, and a postage stamp size piece most of the time.

As you can imagine, then, this job took far longer to undertake than we all first thought. It did make me feel a little better however that I wasn't completely useless, seeing as these two scene professionals seemed to be having exactly the same problems I did, thanks to the quality of vinyl used. Together, though, we stood shoulder to shoulder. Each man armed with a heat gun and a great sense of purpose. Slowly,

literally inch-by-inch, we moved around the Subaru, taking off the stickers piece-by-piece. We had allowed a full day for this, but it turned out to be such a task, we couldn't even get it all finished in time for this month's deadline! That gives you some idea of just how much work was involved. So, while you can get a fair idea of how the Subaru is going to look in the next issue, I am going to have to save the full reveal for then. With a bit of luck, the blisters on my fingers might have healed then, too!

THANKS & CONTACTS

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www.autoglym.com



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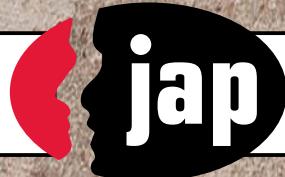
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